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MONEY MARKET

Little Doing in Bills

In Lombard Street credit supplies in the early hours were short. Subsequently the position became easier, and in the afternoon overnight advances were arranged without difficulty at $\frac{1}{2}$ per cent. Quiet conditions ruled in the discount market, there being scarcely any demand for short dated Treasury bills. Foreign exchange rates and silver prices were unaltered.

COMMODITIES

GRAIN

LONDON (Baltic Exchange), Tuesday
WHEAT.—Moderate quantities of Canadian grade were made available to the Control at the scheduled rates. Quotations: No. 1 Northern Manitoba for Sept. shipment from St. Lawrence, 174c.; from West St. John-Halifax, 175½c.; from Baltimore or Philadelphia, 178½c.; and from New York, 179½c. per bushel, f.o.b. No. 2 grade 3c. less in each case. Australian Sept.-Oct. in bulk 71s. per 480 lb. f.o.b.
MAIZE.—Argentine firm but quiet. Dec. shipment from up River 83s., and from down River 84s. per 480 lb. f.o.b.

OILS AND OILSEEDS

LONDON (Baltic Exchange), Tuesday
OILS.—LINSEED.—Raw £135. RAPE.—Crude £91. COTTON.—Crude £52 2s.6d.
CASTOR.—First £110, second £108. GROUNDNUT and SUNFLOWER.—Crude £56 10s. per ton.
ROSIN.—American grades F to M, 47s.; WG, 48s. 6d.; WW, 52s. 6d. per cwt.
OILSEEDS.—For shipment. CASTOR-SEED.—Bombay, £48 per ton. Other oilseeds and groundnuts, all unquoted.

FOREIGN PRODUCE

LONDON (Mincing Lane), Tuesday
CLOVES.—Zanzibar spot 11½d. per lb. sellers; Sept.-Oct. 10½d. (buyers' licence); afloat 10½d. per lb. sellers c.i.f. PIMENTO.—Spot 1s. 1½d. per lb. sellers. CHILLIES.—Mombasa spot 155s. per cwt. sellers. MAC'EE.—West Indian pale spot 5s. per lb. nominal.
SHELLAC.—Open market quotations quiet on the basis of 375s. sellers per cwt. ex-warehouse for F.O.T.N. pure.

METALS

LONDON (Metal Exchange), Tuesday
TIN.—The Directorate of Non-Ferrous Metals supplies (in of 99 per cent. to under 99.75 per cent. at £300 per ton, delivered works, plus prices and charges, if any, for grades, sizes of ingots, bars or strip, granulated and small lots; export £357 per ton, f.o.b. United Kingdom.
TINPLATES.—Home delivery 34s. 3d. basis I.C. 14 x 20 f.o.t. makers' works; export 38s. to 42s. basis f.o.b. South Wales.
COOPER.—Electrolytic and wire bars £84 per ton, delivered.
COOPER SULPHATE.—98/100 per cent. £33 10s. per ton (less 2 per cent.), in 2 cwt. bags (free), f.o.b.
ALUMINIUM.—Ingots and bars for home delivery £72 15s. per ton, delivered.
ANTIMONY.—English 99 per cent. £125, and crude 70 per cent. £105 per ton, delivered.
TUNGSTEN ORE.—Prices range from 65s. to 67s. 6d. per unit, c.i.f.
PLATINUM.—Refined maintained at £20 15s. per troy ounce.

NICKEL.—For home delivery £190 to £195 per ton, according to quantity.
PIG IRON.—No. 3 (Cleveland 169s. 3d. per ton, delivered Middlesbrough area.

NEW COMPANIES

EASTERN AVIATION LTD.—Capital £1000, to establish, maintain, work and carry on aerial communication by means of aeroplanes, seaplanes, &c. Solicitors: Messrs. Stanley & Co., 42, Gracechurch Street, E.C. 3.

FOUNTAIN SHIPPING COMPANY, LTD.—Capital £1000. Ship owners, brokers or agents, freight contractors, shippers, tug and barge owners, &c. Holland House, Bury Street, E.C. 3.

WHITEBROOK SHIPPING COMPANY, LTD.—Capital £1000. Objects and other particulars similar to those of Fountain Shipping Company, Ltd.

Dr. Antonio Alexandre da Rocha Fontes has been appointed Consul-General of Portugal in London.

STOCK EXCHANGE

Recovery from the Worst

On the Stock Exchange yesterday a good deal of selling was again in evidence, following the overnight advices from Wall Street. As a result the tone in the morning was flat, although in certain directions a recovery occurred in the afternoon, with the result that movements have displayed a good deal of irregularity.

In the gilt-edged section there was a continuance of the demand for British Government stocks, and where changed prices were 1-16 to $\frac{1}{2}$ up, the larger movement being shown in the 3 per cent. Treasury Bonds to 107. The foreign bond section remained dull, the feature being the weakness of some of the Chinese issues. Home railway Ordinary stocks suffered from the absence of support. Southern Preferred relapsed $\frac{1}{2}$ to 70, the Deferred $\frac{1}{2}$ to 20, London Transport "C" $\frac{1}{2}$ to 60½, Midland $\frac{1}{2}$ to 26½, and Great Western $\frac{1}{2}$ to 54½.

There was a fair amount doing in shipping issues, but without exception movements were against holders. Losses of 1s. were recorded in Anchor to 52s., Aviation and Shipping to 3s. 3d., Cunard to 31s. 6d., France, Fenwick to 54s., Furness, Withy to 29s., Irrawaddy to 29s., King to 50s., and P. & O. Deferred to 55s. India General were quoted 1 down at 28. A few other issues were 6d. to 9d. off.

Among commercial and industrial issues prices in some instances showed a smart recovery from the lowest, but on balance the market closed with a ragged appearance. Cable and Wireless were marked down $\frac{1}{2}$ to 107 and the Preference a similar amount to 112½. Guinness gave way 3s. 9d. to 157s., Leyland $\frac{1}{2}$ to 4 15-16. Rolls-Royce a like figure to 5½. Turner & Newall 1s. 9d. to 85s., and numerous shares were 6d. to 1s. 6d. lower. British Celanese rallied 9d. to 34s., and Courtaulds 3d. to 53s. 6d.

Oils closed well above the lowest. Shell were actually 1-16 up at 4 19-32 and Anglo-Iranian 1-32 at 4 13-16, while British Borneo were the turn harder at 32s. Trinidad Leaseholds closed 3-16 down at 5½, but Burmah at 3 15-32 and V. O. C. at 3 23-32 were each 1-16 easier.

U.S. FOREIGN TRADE

Increased Coal Shipments

WASHINGTON, Tuesday
United States imports during July reached a 20-year peak value of \$432,000,000 (£108,000,000), while exports, reversing the trend of the earlier months of this year, declined by \$53,000,000 (£13,250,000) from the June figure to \$825,125,000 (£206,281,000), according to preliminary data published by the Department of Commerce here to-day.

Although the value of exports declined, the weight increased, largely as a result of "the continued increase in coal shipments abroad," it was stated.—Reuter.

NEW YORK-SCOTLAND AIR SERVICE

NEW YORK, Tuesday
The first commercial air service between New York and Scotland is being inaugurated to-day by the British Overseas Airways Corporation airliner *Balmoral*, which leaves La Guardia field here for London via Gandar (Newfoundland) and Prestwick.—Reuter.

BUNKER COAL QUOTATIONS

FOREIGN PORTS

Port	Coal	Per Ton Delivery
Siberia	Welsh/South African 102/6	f.o.b. trimmed
Casablanca	Welsh and/or 89/6	"
Cercation	Welsh on application f.o.b.	"
Vgo.	Welsh	"
Malta	Welsh on application	"
Istanbul	Turkish	110/0 "
Candilli	"	110/0 "
Herakles	"	105/0 "
Port Said	S. African	104/0 "
Aden	"	93/3 "
on Lay (docks)	Sel. Bengal 8/8s.	trimmed
Karachi	Sel. Bengal	"
Colombo	Indian	95/0 "
Calcutta	Sel. Bengal 112/6	"
Mauritius	S. African	85/0 f.o.b.
Las Palmas	Welsh and/or 96/0	f.a.s.
Madeira	Welsh and/or 98/0	"
Fenerife	S. African	96/0 "
st. Vincent	Welsh and/or 97/0	"
ao Janeiro	S. African	125/9 f.o.b.
Montevideo	"	125/3 "
Buenos Aires	"	"
Pernambuco	"	150/9 "
Bahia	"	150/9 "
Santos	S. African	no coal f.o.b.
Relia Blanca	American	150/0 "
Remede	American	73/6 trimmed
Trinidad	Amer. Coal	\$16 "
St. Thomas, V.I.	Durham	79/6 "
St. Lucia (at wharf)	Withank sed.	43/3 trimmed
Cape Town (docks)	Best Natal	32/10 f.a.s.
Durban (at wharf)	Withank sed.	Pices on application
Beire	Withank sed.	"
Laurence Marquis (at wharf)	Canadian	\$12.37 trimmed
North Sydney, C.B.	Canadian	\$12.37 "
Sydney, C.B.	Canadian	\$12.37 "
Hallias	American	\$15.37 "
St. John, N.B.	American	\$16.99 "

* Subject to the rules, regulations, conditions, exceptions, etc., prescribed by the U.S. Bituminous Coal Act of 1937.

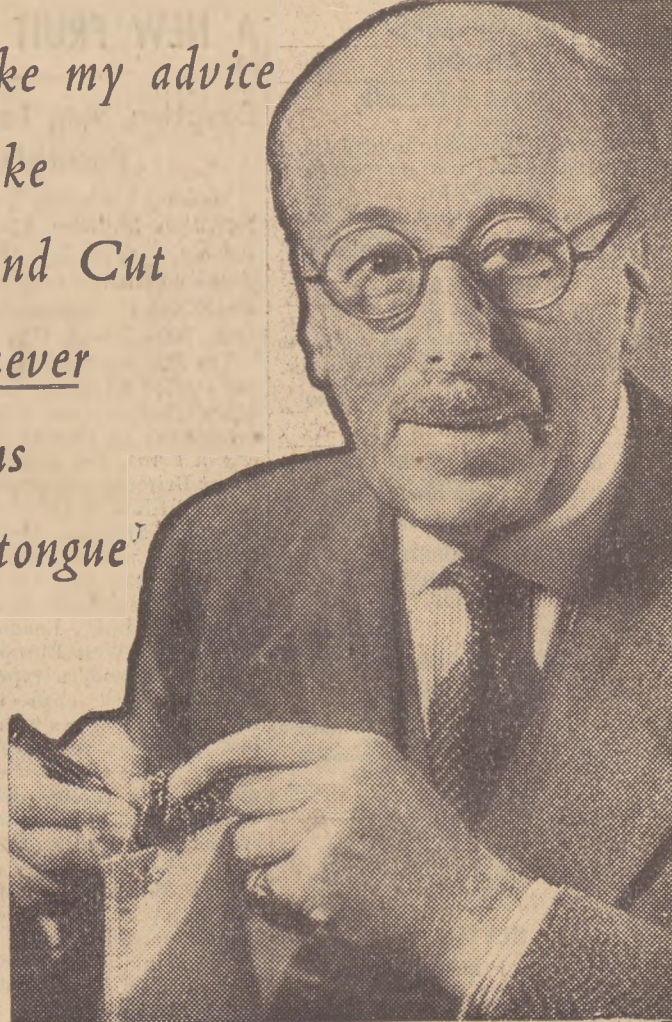
† Inside. ‡ For 2000 lb. a Trimmings in roads. b Per 1000 kilos. c Including lighterage to steamers in harbour. d Contract price. e Seaborne basis. f Plus 8 1 extra freight if carried in overseas vessel. g Plus 12 annas for nightwork.

h Plus 12 annas for nightwork. i Plus 12 annas for nightwork. j Plus 12 annas for nightwork. k Plus 12 annas for nightwork. l Plus 12 annas for nightwork. m Plus 12 annas for nightwork. n Plus 12 annas for nightwork. o Plus 12 annas for nightwork. p Plus 12 annas for nightwork. q Plus 12 annas for nightwork. r Plus 12 annas for nightwork. s Plus 12 annas for nightwork. t Plus 12 annas for nightwork. u Plus 12 annas for nightwork. v Plus 12 annas for nightwork. w Plus 12 annas for nightwork. x Plus 12 annas for nightwork. y Plus 12 annas for nightwork. z Plus 12 annas for nightwork.

The above quotations are specially supplied by a firm of coal factors and subject to confirmation.

Port	Coal	Per Ton Delivery
New York*	Grade "B"	\$8.38 f.a.s.
Philadelphia	"	\$7.91 f.o.b.
Baltimore	"	\$7.85 f.o.b.
Newport News*	New River &/or Pocahontas	\$8.03 at chute
Norfolk*	Run of Mine	"
Sewalls Point*	Sisney Engine	Washed \$9.43 trimmed at
New Orleans*	Corby Washed	Bunkers \$8.65½
"	Corona Washed	\$9.03½
"	Big Seam	Washed \$8.28½
Pensacola*	A.B.C. Imperial Black Creek	Washed \$8.40½ trimmed at
"	A.B.C. Genuine Banner Washd	\$7.83½
Mobile	A.B.C. Imperial Black Creek	Washed \$9.45
"	A.B.C. Genuine Banner Washd	\$7.75
* All above from New York—plus 4 cents per ton of 2000 lb. Transportation Tax.		
Cristobal	Pocahontas	Run of Mine \$18.00 trimmed
Balboa	Run of Mine	\$21.00 f.o.b.
Comox (Union Bay)	Comox Steam	\$8.45 f.o.b. ex tip
Newcastle (N.S.W.)	Abermain sed	3½/6 cranes
"	Do 1½/6	28/9
"	Do 3/4 6/6	26/0
Sydney (N.S.W.)	Southern sed	40/3 trimmed
Port Kembla	"	31/0 f.o.b. ex chutes at jetty
Melbourne (River)	Newcastle Southern	48/4 on ship's rail
Adelaide (River)	Newcastle or Southern at suppliers' option	53/10½
Fremantle	"	61/1½
Fremantle	Amakamtnd sed	32/10 f.a.s.
Bunbury	"	27/9
Albany	"	39/5
"	Newcastle or Southern at suppliers' option	61/1½ on ship's rail
Geraldton	Amakamtnd sed	47/7 f.a.s.

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burns
the tongue'



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NORWEGIAN SEAMEN'S WELFARE

Contributory Scheme Proposed

A committee which was set up by the Norwegian Government to inquire into the question of making arrangements for the welfare of seafarers when ashore has completed its report. Observing that the wartime co-operation between the Norwegian Seamen's Mission and Government organisations can be continued, the committee points out that some branches of welfare work are outside the duties of the mission. One of the big tasks of a welfare organisation must be the provision of good modern seamen's homes in foreign ports, and this work should cover all foreign ports which are of importance to Norwegian shipping. Apart from club life, educational work in the form of lectures, films and broadcasting is recommended. It is suggested that a Welfare Advisory Council, including representatives of the State, shipowners and seafarers, should be set up, and that a Social Bureau for the merchant fleet should be established. It is proposed that the work should be financed by a levy of 2 k. per man per month, of which 50 ore would be contributed by the man, 50 ore by the shipowner, and 1 k. by the State. It is estimated that this would bring in 300,000 k. to 500,000 k. annually. In the meantime, it is suggested that the financial basis of the scheme should be provided by the fund of 10,000,000 k. set aside out of the wartime profits of Nortraship for the long-term benefit of seafarers.

PORT OF NICE

War Damage Being Repaired

From Our Own Correspondent

NICE, Sept. 9
Among France's lesser Mediterranean ports, Nice suffered the greatest amount of damage during the war, chiefly when the Germans retreated. It is also among those ports which have most quickly recovered, though there is a lot of repair work still to be done. The largest quay in Nice, the Quai Inférieur, has already received cargoes of wheat, wine and coal. It has a length of 210 metres with a depth alongside of 6½ metres. The Customs Quay was hardly damaged at all and the Quai Fraissinet is receiving cargoes again, having a depth of water alongside of 5½ metres, with 140 metres berthing space. Cargoes of wine and lime are unloaded from smaller craft at the Quai d'Entrecasteaux, where there is also a depth of 5½ metres.

At the Bassin du Commerce, only the side along the north jetty has been repaired along a length of 120 metres, and there is a depth alongside of 6½ metres. A 5-ton crane is expected to be ready for use before the end of the year. In July last, the aggregate tonnage of ships which cleared out at Nice amounted to 10,000 tons and cargo exports were between 6000 and 7000 tons, the same as in the previous month.

BARGES IN SECTIONS TO BE SHIPPED OUT EAST

Burmah Oil Co.'s Order

Three barges, each constructed in three sections, which are to be shipped to Burma, where they will be engaged in carrying bulk oil after being bolted together, have been launched at the yard of Clelands (Successors), Ltd., Willington Quay. A further three barges of the same type are being built by the firm, and a dozen barges of another type are also to be constructed.

The three completed barges have been built to a special design for the Burmah Oil Company, Ltd., which has placed an order for six craft of this particular kind. They are to replace those destroyed by the Japanese, and native labour will be used. The bolting together of the sections is a very simple task; dock and slipway facilities will not be necessary.

A "BEAVER" BOOKLET

An attractive booklet on the "Beaver" fleet can be obtained on application to the Department of Public Relations, Canadian Pacific Railway, 62, Trafalgar Square, London, W.C. 2. The cover, in colours, is by the noted artist Mr. Norman Wilkinson, and depicts a "Beaver" ship in London River. All details of the ships will be found in the booklet, which is compiled to inform buyers of transport upon matters such as temperature control, handling of goods between ship and railway and port facilities.

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MARINE ENGINEERING

The Application of Developments in Science

SIR AMOS AYRE'S ADDRESS

Sir Amos Ayre delivered his presidential address last evening before the Institute of Marine Engineers. Reviewing Marine Engineering developments, Sir Amos called attention to the amount of research work covering turbines for marine propulsion now in process. He expressed the view that we had probably seen the last of Scotch boilers in turbine-driven ships and said it was safe to predict that the water-tube boiler had now come to stay. The president thought that the gas turbine, which might be the next outstanding phase of marine propulsion, might provide a power unit having the advantage of reduced "steaming weight" and possibly some economy in fuel consumption. Sir Amos Ayre also referred to the use of nuclear energy for the propulsion of large high-powered ships, saying that one possibility might be the attainment of speeds far beyond anything contemplated in the past. The president's address is given in full below.

Sir AMOS AYRE said:

Following the bestowal upon me of the honour of president of the Institute of Marine Engineers, I approach this meeting and my duty with some humility, coming as I do, as a shipbuilder, from that other side of the industry, from which I have had much opportunity of observing the mysteries of your science and art spread over the multifarious designs of ship propelling machinery and their many and various details.

It would not, perhaps, be inappropriate to commence this address with a general but brief review leading up to the stage we have now reached in the application of the science of marine engineering, which is not much more than 100 years old. In respect of ocean voyages, it is, in fact, 133 years since the Canadian-built *Royal William* made the first Atlantic crossing under steam. There stands out the feature, however, that the really definite progress occurred in the latter half of the period. Before the close of the last century, during a hectic period of North-Atlantic international competition, there had been very many adaptations of the steam reciprocating engine—some of a bold and adventurous character, and in a manner which we would even now consider to concern very large powers of engines of that type—to meet the demand for higher speeds, and previous to the use of twin screws. As a matter of history, the persistence with which the steam reciprocating engine was used in so many forms during that period will always be a matter of intense interest.

That state of affairs existed when the epoch-making *Turbinia*, with her propelling machinery of fundamental change, made her dramatic appearance. But it is interesting to recall that, even at that moment, about one-third of the total tonnage afloat consisted of sailing ships. While the steam reciprocating engine, with Scotch boilers, was then almost universally in use as the means of mechanical propulsion, the internal-combustion engine was also in the offing for marine use. Progress, with much variation in design, subsequently became even more rapid, and to-day we have reached the stage of testing gas turbines and examining the possibility of their application to marine propulsion. Perhaps, the age of the use of nuclear energy for marine propulsion is also approaching.

Marine Turbines

In spite of nearly a half-century experience in actual use, considerable research covering turbines for marine propulsion is now in process in this country, this work being undertaken by the Parsons and Marine Engineering Turbine Research and Development Association. As compared with a few years ago, much higher steam pressure and temperature are in current use, resulting in a definite reduction in steaming weights and in fuel consumption. Consideration is now being given to the adoption of very high pressure and temperature. The steam turbine would, in fact, seem more than ever to be coming into its own, and there can even be detected, in some directions, a tendency to move from diesel to turbine propulsion, particularly for units of about 7000 s.h.p. and over. The present intensive research, added to experience of turbines and water-tube boilers in naval vessels, may still further encourage their extended use in merchant ships. In the case of the more modest powers it will be interesting to see if the wartime use of the two-cylinder unit, with the omission of the intermediate turbine, so widely adopted during the war for merchant ships in the United States, and to some

extent in this country, will continue to be used, as I believe it may. Accompanied by rather higher revolutions of the propeller shaft than was the custom before the war, and with the resultant simplification of the gears, the saving in capital cost of this simplified arrangement, together with a possible saving in maintenance, provides a set-off against a small disadvantage relative to economy of fuel consumption.

We have probably seen the last of Scotch boilers in turbine-driven ships, and it seems safe to predict that the water-tube boiler has now come to stay. The modern turbine and water-tube boiler lay-out, with its 30 per cent. saving in "steaming weight" as compared with the corresponding diesel lay-out of the same s.h.p. and revs., is again a factor of some importance which can be set-off against the higher economy in fuel consumption of the diesel engine.

It is difficult to say where the turbo-electric and the diesel-electric types now stand in respect of the modern geared turbine and water-tube boiler equipment, and it would seem fair to say that neither in first cost nor overall economy do they show any decided advantage. On the other hand, there seems to be some case for advantage in respect of reliability and upkeep. But for the improvements that have taken place in gear-cutting, the electric drive might have made greater progress.

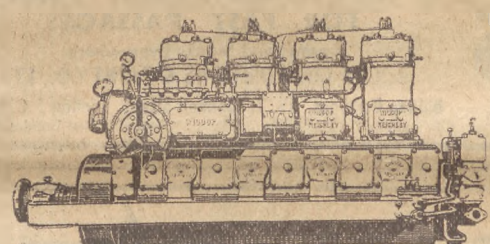
Geared Diesels

In the case of the larger diesel engine, it would seem we have about reached maximum physical conditions. In the case of smaller units, say within the range of about 1000 to 2000 h.p., these could best be developed, for marine propulsion with direct drive, in the direction of rates of revolutions rather lower than those now generally available. As an alternative, a move might be made in the other direction by increasing the engine revolutions and introducing gearing, which has already been successfully adopted in instances where two fast-running diesel engines were geared to a propeller shaft. Various proposals for a multiplicity of small engines with couplings and gears, or with electric drive, have been made, but hardly seem to have reached the stage for adoption. With an extension of use of the two engines geared to the propeller shaft, the multiple systems, with engines conforming to marine conditions, may eventually be encouraged as a further step.

The gas turbine, which may be the next outstanding phase of marine propulsion, when it has been perfected in its mechanical and other directions, particularly concerning the development of reliable materials enabling high initial temperatures to be used, may provide us with a power unit having the advantage of reduced "steaming weight," and possibly some economy in fuel consumption, the whole contributing to an increase in the amount of cargo deadweight that can be carried. In addition, it is possible the lay-out will require an amount of ship space less than any of the existing machinery types. It would seem, however, that the successful production of this type of machinery, in which the very high temperature of possibly not less than 1500° F. will have to be endured by the turbine blades, will, no doubt, depend on the research contribution of the metallurgist. Durability under marine conditions of long continuous operation of such high temperatures, a feature which may govern the lifetime of such a unit, is a factor of much importance.

The use of nuclear energy for the propulsion of large high-powered ships.

(Continued on page 6, col. 3)



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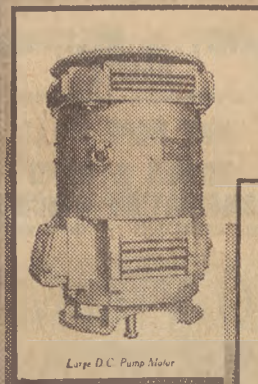
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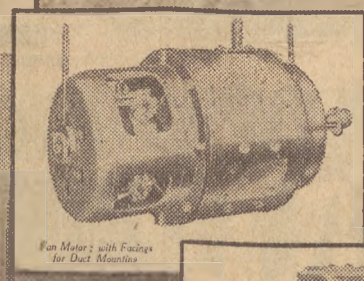
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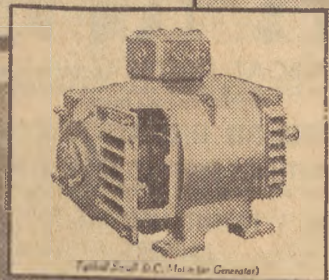
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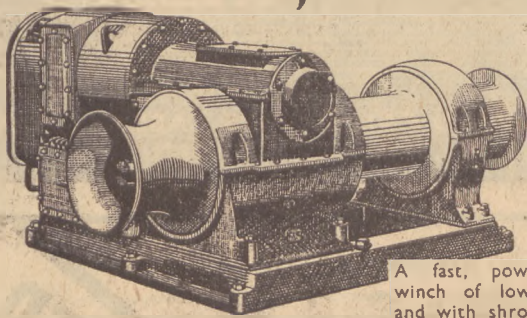
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MARINE ENGINEERING

(Continued from page 5, column 4)

would now appear to be on the horizon but, perhaps, somewhat distant. Our interest in this epoch-making discovery was aroused by Sir George Paget Thomson, chairman of the Committee of British Scientists appointed in 1940 to develop atomic energy, who stated in a presidential address to the Junior Institution of Engineers, that in all probability the first peace-time application of the discovery will either be for a big power station, or for the boilers of a big ship. It has also been said that one pound of base uranium material has an equivalent energy of 1500 tons of coal, a ratio of one to three and a third millions, which, depending on the form in which the fuel can be taken on board ship, would seem likely to bring about fundamental changes in ship design.

Perhaps it cannot yet be imagined what the nature of the necessary equipment will be, and the only thing which at this stage it seems possible to forecast is that fuel bunkers, as we now know them, will disappear from our ship designs. At this imaginative moment one's thoughts explore the possibilities that may result should we be presented with the means of providing very large powers with relatively small weights of equipment and fuel, although it is understood some heavy concrete insulation will be required to shield the personnel against radioactive radiation. One possibility may be the attainment of speeds far beyond anything contemplated in the past. Present-day thought would seem to tend towards a reversion from the very large passenger liner of high speed as we now regard it, but if it does occur that nuclear energy will allow of the economic installation of abnormally large powers, we may then be on the way to the adoption of far higher speeds, even such as destroyer speeds.

A Speed of 63 Knots

Based on a destroyer, 330 ft. in length and of a speed of 36 knots, the corresponding speed of a ship 1000 ft. in length, would be about 63 knots. While this is all within the realm of imagination, and depends on us learning much concerning the production and the means of application of this new form of energy, it does contain the contingency that such very fast passenger vessels would possibly meet some competition of the aeroplane, always provided that the vessels could maintain a service at such high speed regardless of weather conditions. But, in regard to the economic aspect of this new form of energy, we do not yet even know how much other fuel is required to produce it in the form in which it would be taken on board ship and, therefore, its cost. The possibilities of the application of nuclear energy to gas turbines is a further feature of imagination in contemplating the future.

On the whole, it would seem we are on the verge of advances in marine propulsion that will be even greater than the vast progress of the past half-century, and the marine engineer, already so versatile in his productions, will find himself immersed more than ever in the application of new scientific development. Chemistry and metallurgy will, to an increasing extent, become part of his own science. Already the modern engine-room is reaching the stage when real scientific training of those in charge becomes necessary and the recent activity of this Institute, relative to the subject of training, has been most timeous. In these days of high pressure and temperatures, together with rapid steam production, to say nothing of the newer features now under consideration, we have moved far beyond the condition when ordinary workshop experience and some sea service will suffice, as we have known these in the past, however satisfactory these have been in the days of reciprocating steam engines and Scotch boilers.

All this advance in the direction of economy is such that our engine-room lay-outs have become more costly because of the elaboration, and in this respect we are no longer comparing like with like even on the basis of the same amount of power. The question of capital cost, relative to the economy to be gained, is one which the shipowner and his technical staff, with their intimate knowledge of the service to be performed, taking into account the amount of time to be spent in full-speed steaming at sea, are best able to judge. In the past there have been instances in which the drive for economy in fuel consumption has almost been a fetish applied to such a degree that the gain did not, perhaps, always justify the various additional annual capital charges incurred. In every type of ship a given amount of justifiable additional capital expenditure is, of course, strictly related to some minimum amount of reduced fuel consumption and other resultant gains.

In the light of all this, one comes back in contemplation of the steam reciprocator. It is almost sad to think that having served the mercantile marines of the world in such a valuable and dependable way as it has done, it now only forms a portion of the half share which the use of the diesel engine has left for steam. With Scotch boilers, it has been closely allied to our native coal, but the modern high cost of producing and handling this commodity can only have a still further effect in

reducing the demand for the type. There was a time, shortly after the 1914-18 war, when the use of the diesel engine threatened rapidly to overhail, if not to eclipse, the steam reciprocator and, but for the action then taken to improve its economy, it is difficult to say what might have happened. Perhaps the easiest of these actions was the increase in boiler pressure and mean pressure in the engine itself. Before that change, it used to be regrettable to observe, in the examination of logs, that vessels which on trial had easily steamed at 40 lb. m.r.p. were operated at powers corresponding to little over 20 lb. with disgustingly low economy. There was nothing for it but to reduce the engine sizes—an action which, at the outset, was not always favoured—so that, in service, the more economic condition of 30 lb., and latterly much higher, resulted. The general adoption of forced draught, air-heating, superheat, re-heat, more efficient valve gear, and various proprietary types of engines, gave further improvement.

Collectively, these various mechanical features, combined with substantial improvements to hull-form and propeller design, by means of which the amount of power for a given speed was much reduced, generally had the effect of halving the coal consumption. This, as well as the resultant reduction of about 20 per cent. in the steaming weight, together with the smaller amount of fuel carried, enabled the coal-burning vessel of the same dimensions to carry an appreciable additional amount of deadweight cargo, and on such a round voyage as United Kingdom-Plate, also avoided costly bunkering at the islands on the homeward voyage. Some coal interests did not relish this great reduction in consumption, not appreciating the opportunity that was so provided for the continued use of coal as a marine fuel.

Excepting among those closely concerned with the subject technically, it is, perhaps, not widely realised how much was done for the steam tramp by these various measures during the inter-war years, so giving it a new lease of life. But there is one thing certain to-day, and that is, whatever further improvement may be in store for the steam reciprocator, it can never be of the magnitude of all those efforts to which I have just made reference. Apart from features of mechanical design and detail, there is, of course, some scope in the rate of revolutions. It is somewhat strange that where there has been a general tendency readily to accept higher revolutions in the diesel engine, such have not been acceptable in the case of the steam reciprocator.

Coal as a Marine Fuel

As far as the larger vessels are concerned in the present sorry outlook for coal as a fuel for marine use, it has almost passed beyond all consideration of modern ship design. Its cost alone has become prohibitive, and without entering into current controversy on this subject it may suffice to make a passing reference to the fact that there was a time when our exports of coal together with bunkers amounted to about 100 millions of tons per annum. The great value of that export in our external trade balance, as well as its transport providing work for our ships, would seem to have gone. And worse, we have reached the stage when we must actually import more of our fuel in the form of oil.

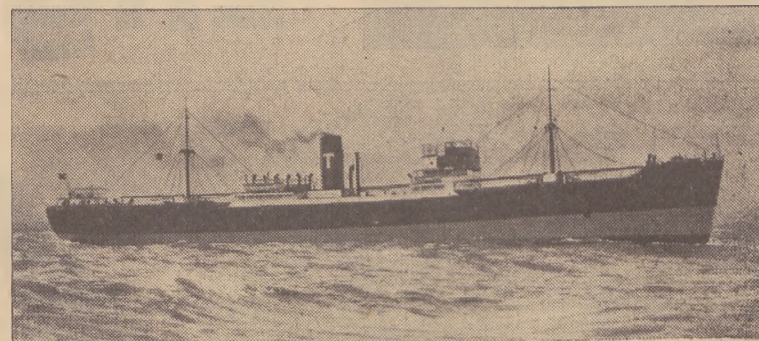
It is a fearful thought that some months ago the Minister of Fuel and Power stated that for some time to come we would not have enough coal for industrial purposes, and actually advised industrialists to turn to oil, which is an import. From our national point of view, such deterioration can only be most regretfully contemplated and it would seem to be leading to a condition in which coal as fuel for all kinds and sizes of ships will only, in very rare cases, receive consideration in ship design. An emphasis of this state of affairs is now seen in the frequency with which, on our own coasts, coal cargoes are carried in diesel-driven ships; it almost seems incongruous to use the term "diesel collier," but the type is now definitely with us. This is a sad state of affairs, especially when it is remembered that, not many years ago, the great majority of oil-carrying vessels actually used coal as fuel. To stage a "come back" for coal as a marine fuel, one wonders if it would be worth while to devote some new research as to the possibilities of utilising gas-producer plants instead of boilers, but here again the adoption of any technical advance in this direction will depend on the price of the coal.

Before leaving this brief review of propelling machinery, I would, especially having in mind the developments to which we now seem to be proceeding, make reference to the archaic systems of tonnage measurement under which ship and machinery designers are so absurdly handicapped, and shipowners penalised. That in this year of grace there should be such stultification of design, because of the irrational sudden fall in the allowance for propelling-power space that takes place when its measurement amounts to less than 13 per cent. of the gross tonnage passes comprehension. Diesel-driven ships have had their machinery spaces made unnecessarily large just for the

(Continued on page 7, column 3)

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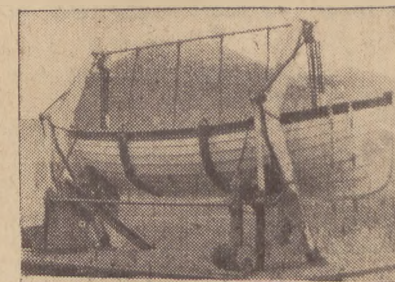
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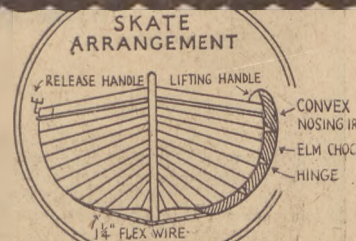
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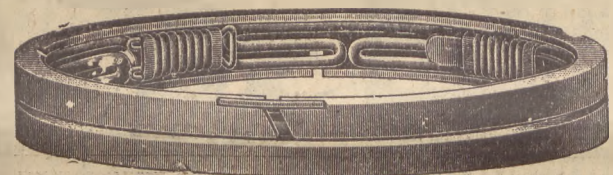
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Shipbuilding & Engineering Section

MARINE ENGINEERING

(Continued from page 6, column 4)

sake of a whim in the administration of the law—not the law itself—and recent progress in turbine installations has made the handicap more than ever noticeable in the case of vessels propelled by that type of machinery. The handicap is even present in ordinary steam tramp vessels.

Research Work

In the search for greater efficiency in the design and building of ships and their propelling machinery, a feature of much interest has been the recent setting up by the industry of the British Shipbuilding Research Association. Research has never been absent in the various units of the industry and much useful work in the direction of research has come from such institutions as the Institute of Marine Engineers and the other institutions that cater for the industry; in fact, no other industry is better served in these respects, much enthusiasm for technical progress having been expressed through them. These activities are of the highest altruistic order, the benefit being passed on to the user industry.

But all this will only achieve the fullest results provided it is linked up with actual performance of ships at sea, and a most valuable part of the plan of research adopted by B.S.R.A. is concerned with this. For many classes of ships this link with the ship and engine designer has been far too weak and indefinite in the past. Really reliable performance data has only been available in rare instances. The shortcomings have mostly been concerned with power and fuel measurements. To improve this state of affairs more dependable instruments for the measurement of power, &c., are urgently necessary and the introduction of some form of continuous recording apparatus, simultaneously recording all the desirable data, is undoubtedly the ideal we should seek. It is to be hoped that the consideration now being given to the subject will have such a conclusion.

To follow the career of each ship, from the stage of the tank experiment, through the measured-mile calibrations, and the performance at sea under the various conditions, is bound, ultimately, to lead to the possession of knowledge of great value. Too often does it occur at present that opportunities are not provided for full and proper measured-mile trials in the case of vessels on which much time has been spent at the model stage and in the design of their machinery; that is surely "penny wise but pound foolish." If those who are put in charge of the actual operation at sea were supplied with all the available design and trial trip data, they would be able more intelligently, and with considerably increased interest, to do their part in the collection of the right kind of service performance data, enabling the complete collation being made available for that valuable form of study which sometimes would lead to improvement to the vessel in question, as well as to provide a real increase of knowledge in the most practical and dependable manner, for use in future designing. It would seem, therefore that this subject is also one worthy of inclusion in any new code of training.

Competition

The great enthusiasm by way of continuing progress, and all that devotion, never greater than at this time, which is being given to research by those whose part it is to design and produce, all postulates that this country should be able to maintain its place as a great maritime nation, at least as far as these particular matters are concerned. But competition will be keen, and especially is this obvious if one considers the possible global capacity for building ships and their engines is such that we are approaching a condition—perhaps it will emerge in a year or two—when the world will have the means of producing many times the quantity of tonnage that will be in demand.

In making this statement I have made allowance for the removal of a very large amount of the enormous additional mass-production shipbuilding and marine engineering capacity which was developed in the United States during the war. What the effect will be on us in the United Kingdom it is not yet possible to define, but if it means we are to endure such conditions as were experienced during so many of the inter-war years, it will again be a poor form of recompense for the vital contribution which the shipbuilding and marine engineering industries of this country made towards the defence and liberation of Europe.

A great danger of our present position is that, in spite of the amount of tonnage which the United States may decide to lay-up, the world may find itself with an excess of tonnage for the amount of sea transport required, before our own merchant fleet has been restored. Those who take the defeatist view that we might have to do with less than the United Kingdom pre-war amount of 18 million tons gross, do not realise the important national interest, even for commercial reasons as well as defence, of looking upon that amount as being an absolute minimum for a healthy economic condition of this country. The subject is also bound up with the need to earn freights to assist our trade balance, a need which, in the whole of our history, has never greater. It should be the aim of all

concerned to look upon the 18 million tons as the absolute minimum.

It could be easily argued that, in the new condition in which we find ourselves, the economic health of this nation will be so much the better if the aim is for a larger fleet, and steps taken to maintain it in service. The subject, from all points of view, is of such vital national concern, that the whole nation should be made conscious of its importance. In this regard, one cannot but admire the action taken in that direction in the United States where yearly on May 22, in most of the great cities and ports, it is customary to celebrate "Maritime Day."

The cost of building and operating United Kingdom ships is, however, an item of great importance to us in a world in which competition may soon, for both industries, become very keen, the prizes going to the efficient. Shipbuilding and marine engineering are assembling industries. From beginning to end, many other industries, collectively, have a majority influence on ship costs. There is, in fact, a complete cycle of influence as this begins in the operating costs of ships themselves in the course of the importation of the necessary raw materials. Greater economy effected throughout the cycle will result in the ultimate keenest cost which will be the measure of national efficiency. All concerned for their livelihood in each of the industries concerned must play their part, including the operatives, who must appreciate that however much at first sight a reduction of man-hours may conflict with the desired condition of full employment, such a reduction by the attainment of cost efficiency can be the only means of ultimately producing the condition of maximum employment.

Production Costs

There is no doubt we will, at some moment, approach difficult years, but if every industry applies itself to a reduction in its operation or production costs, which also means that everyone concerned will give of his best, and that in some instances means working harder, we should be able to pull through. We cannot live on this island by taking in each other's washing; we must export if we are to live, but the importer at the other end will only pay our price provided it is not only reasonable but compares favourably with the competing prices of other countries.

After the 1914-18 war, the costs of our exporting industries were largely governed by production cost levels that were created by the "sheltered" industries. The fact that we could not sell our goods with costs related to such levels, was a principal cause of the years of unemployment that followed. While public memory is usually short, such facts are far too vital to our future well-being to ignore them at this very important stage. The trend towards higher and higher monetary wages is not leading to any real improvement in the standard of living; each trade and profession is raising prices against all the others. Such an inflationary tendency not only affects the cost of our exports but is a process which will, in the end, bring about unemployment, and it also reduces the purchasing value of savings made in earlier years.

But whatever the future has in store for this industrial nation, it is certain that in peace, as has so profoundly been the case in time of war, much will depend on our shipping industry. In contributing to the efficiency of our ships, the marine engineer, with his intense interest at all times in making progress, is performing a most valuable part. The nation can be assured that its welfare in such respects is in sound hands.

SHIP-REPAIRS AT HONGKONG

Labour Costs at Five Times 1941 Level

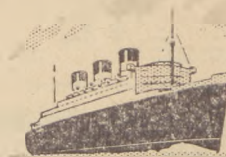
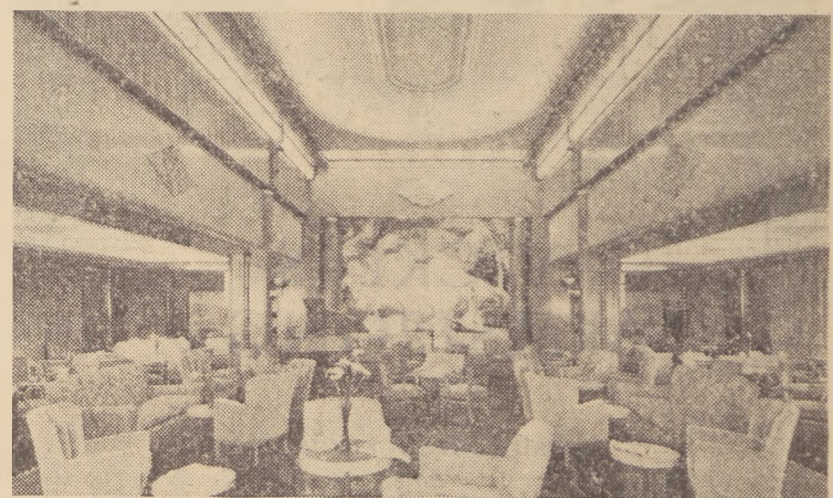
From Our Own Correspondent HONGKONG (By mail)

Ship-repair yards in the Port of Hongkong are working under difficulties at present. Although docking facilities are available to the extent of about three-quarters of their pre-war capacity, shortage of materials and uncertainty of prices, together with the unsettled state of labour costs, make it difficult or impossible for dockyards to provide fixed tenders for repair work. Wages have risen to five times their 1941 level; the basic rates have increased by about 80 per cent, the balance of the increase being made up on temporary cost-of-living and rehabilitation allowances. Some saving in time, but little if any in cost, has been effected by a return to piecework. Repairs are also being retarded by the impairment of facilities as the result of bomb damage, by a shortage of lifting appliances and transport in particular.

The rehabilitation of the Colony is progressing well, however, and it is hoped that increased supplies of materials will help to relieve the present inflation and with it the high cost of living, so that decreases in labour costs may ultimately be effected.

Mr. John George Harvey, of Alm Street, Hebburn-on-Tyne, foreman shipwright with R. & W. Hawthorn, Leslie & Co., Ltd., has retired at the age of 68 and has received a presentation from his colleagues.

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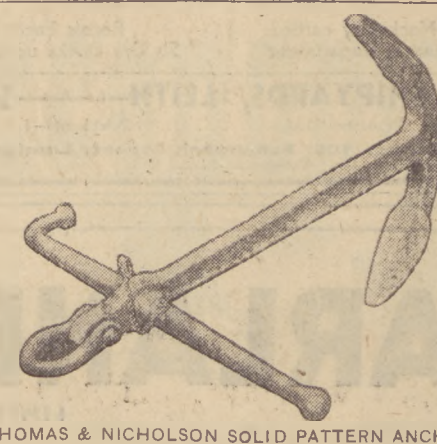
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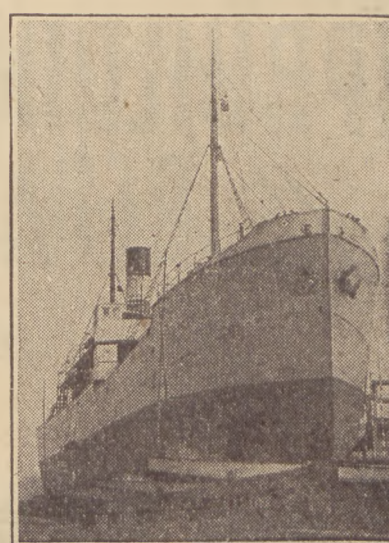
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Round the Shipyards

Survey of Work and Prospects

By Our Own Correspondents

THE CLYDE

Interference of Aviation with Dock Development

GLASGOW, Tuesday. When the Trustees of the Clyde Navigation sail on the river to-day on the turbine steamer *Queen Mary II*, on their annual inspection—the first full inspection since before the war—they will see a harbour full of activity so far as ships building, fitting-out or under repair are concerned, but strangely quiet in the matter of import and export trading.

There are some crowded fitting-out basins in the upper reaches of the river. Harland & Wolff, Ltd., are fitting out the tanker *British Knight*, and repairing four vessels for the British Tanker Company, Ltd. In the adjacent basin belonging to the Fairfield Shipbuilding & Engineering Company, Ltd., are the new *Beavercore* and a cruiser, and the liners *Duchess of Richmond*, *Janstephan Castle* and *Cilicia*. A little farther west on the south bank two large cargo vessels are being fitted out by Alexander Stephen & Sons, Ltd., who have a number of large vessels under repair or for reconditioning, notably the *Canton*, in the Shieldhall area.

A lively topic on board the inspecting steamer is expected to be the building height restrictions proposed in the vicinity of Renfrew Aerodrome by the Ministry of Civil Aviation. It seems certain that the development of air transit contemplated will be at the expense of the development of the river's shipping. If the proposals become law the plans of the Trustees to construct a No. 2 Basin with two graving docks attached, and a No. 3 Basin on their lands west of the King George V. Dock will have to be scrapped, apart from many other considerations.

The heights suggested in these areas—60 to 100 ft.—would rule out the proposed new docking facilities. The continuance of the existing No. 1 Basin (King George V. Dock) is threatened because the height restriction here is given as 100 ft. and existing cranes are higher than that. The attitude of the Ministry to this dock is that it is there and although they do not like its presence they would have to make the best of the situation. The harbour officials feel, however, that that attitude might change, particularly if there were some accidents. Negotiations with two firms for industrial sites on the Trustees' lands, already well advanced, have had to be shelved in the meantime, and it will be realised that the position of the harbour administrators is far from happy.

The launch on Thursday of the cargo motorship *La Hague*, one of three vessels of 4450 tons gross under construction for the French Government, is to be an important occasion for Harland & Wolff, Ltd. It is expected that M. Carour, Chef de Cabinet de Monsieur le Ministre des Travaux Publics et des Transports, Paris, will be present, along with M. Lorenchet, of the French Mercantile Marine, whose wife is to name the new vessel. *La Hague* will be handed over to Compagnie Generale d'Armements

Maritimes. The only launch last week was that of the *Olirion Coast*, a cargo motorship of 687 tons gross, by the Ardrossan Dockyard, Ltd., for the Tyne-Tees Steam Shipping Co., Ltd., Newcastle-on-Tyne.

Apart from the shipbreaking activity which is starting up at Faslane, there are indications of a big revival in that type of work in other parts of the Clyde. The cargo motorship *Leighton*, built in 1921 by A. McMillan & Son, Ltd., Dumbarton, and engaged by Harland & Wolff, Ltd., for the Lamport & Holt Line, Ltd., left the Holy Loch last week for breaking up at Port Glasgow. It was announced at the week-end that the London, Midland & Scottish Railway Company were to scrap three paddle steamers: the *Eagle III*, which will be broken up by Smith & Houston, Ltd., Glasgow, and the *Queen Empress* and *Duchess of Rothesay*, which have been sold to Scheeplooperij de Koophandel, Nieuw Lekkerland, Holland. All three vessels took part in the two world wars.

During the week work was stopped by Scott's Shipbuilding & Engineering Company, Ltd., Greenock, on the cruiser H.M.S. *Defence*, and the vessel was towed to the Gareloch to await an Admiralty decision on her future.

Two vessels on trials were the *Wall-park*, of 6722 tons gross, built by C. Connell & Co., Ltd., Scotstoun, for J. & J. Denholm, Ltd., Glasgow, and the *Empire Tedrita*, the last of the series of eight coastal motor tankers, of 920 tons deadweight, built by A. & J. Inglis, Ltd., for the Admiralty.

Ship-repairing work in the Clyde area continues at full pressure. Barclay, Curle & Company, Ltd., were engaged on 16 vessels last week, seven of which passed through the dry docks, and D. & W. Henderson, Ltd., had in hand 14 vessels for overhauling, converting or repairing, four of which were drydocked. Alexander Stephen & Sons, Ltd., continued the extensive reconditioning work on the *Canton*, *Monte Rosa*, *Ocean Volga*, *Maihar*, *Magdapor* and *Manipur*, carried out engine repairs on the *Ocean Rider*, and had the *Annan* in dry dock. Among the vessels under repair by Harland & Wolff, Ltd., Govan, were four tankers for the British Tanker Company, Ltd.

BELFAST

Geared Turbine Revival

BELFAST, Tuesday. The appearance of the post-war order book at Belfast gives a measure of support to the theory that marine engineering has entered upon an era which marks the reintroduction of the geared turbine in a very definite way. Of the orders placed within the last two months three ships will have this form of propulsion—the Royal Mail liner *Magdalena* and the Holland-America cargo liners *Schiedijk* and *Soestdijk*.

These are the latest examples of a trend begun since the war during which all the merchant tonnage built at the Queen's Island, with the exception of one vessel, was diesel-engined. The first departure from the wartime rule was the twin-screw refrigerated cargo liner in hand for the Shaw Savill & Albion Company, Ltd., now approaching the launching stage; she will have geared turbines and oil-fired water-tube boilers. This has been stated to be due to the great advances in the design and production of high-pressure water-tube boilers and reduction-gearing for turbines, resulting in economy in fuel consumption.

As yet no official statement has been made on the form of propulsion for the Union-Castle liners *Pretoria Castle* and *Edinburgh Castle*, but the indications are that they will be exceptions to the owners' previous policy of ordering motorships.

The second steamer to be ordered was the 13,700-ton Cunard White Star liner, and this was followed by the two partly refrigerated Royal Mail vessels *Loch Garth* and *Loch Aron*, the first of which will be launched this month. In the whale-oil refinery *Balaena*, now completing, the machinery consists of two triple-expansion steam engines of the reheat type, but it is interesting to note that the whale-oil refinery ordered by A/S. Thor Dahl will be diesel-engined.

As a result of these orders, the merchant tonnage now on the stocks or waiting to be laid down is almost equally divided between motorships and steamers. The diesel has been chosen for the four cross-Channel passenger vessels, the tankers for the Anglo-Saxon Petroleum Company, Ltd., and the cargo vessels ordered by the Pacific Steam Navigation Company and the Moss Hutchison Line, Ltd.; and the Queen's Island is also building machinery of this type for the Blue Star liners laid down at Govan. Of vessels at present fitting out, four are diesel-engined.

Long before the post-war steamer orders, however, Messrs. Harland &

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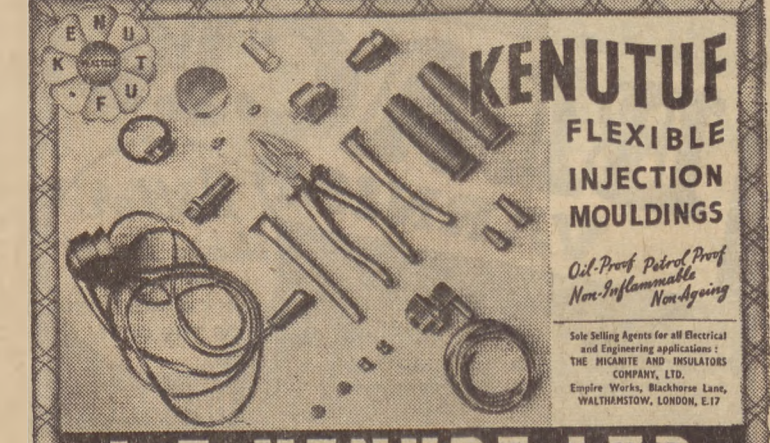
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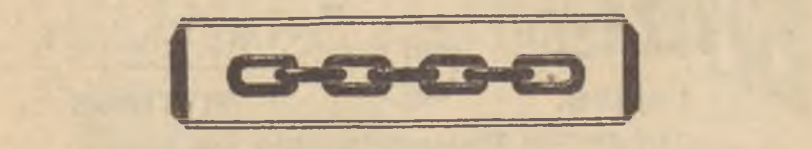
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(Continued on page 9, column 3)

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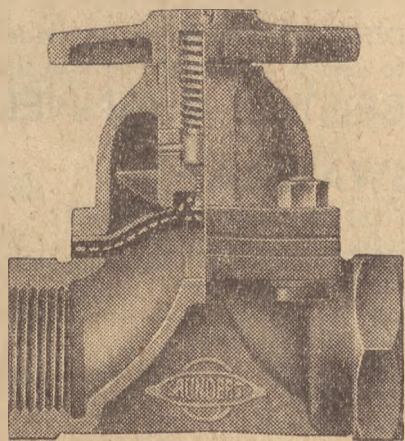
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Shipbuilding & Engineering Section

ROUND THE SHIPYARDS

(Continued from page 8, column 4)

Wolff had gone far to vary the comparative monopoly established by the diesel engine in the previous 15 years. This was demonstrated in a number of re-engining contracts and in the Royal Mail liner *Andes* of 1939, but primarily, of course, in the naval orders of which the cruiser *Penelope* launched in 1935 was the first.

Since the completion of the *Penelope* a large number of warships have been built and engined at Belfast, among them the aircraft carriers *Formidable*, *Unicorn* and *Warrior*, the cruisers *Belfast*, *Black Prince* and *Ontario*, and many smaller types. The engine works are now engaged on a four-shaft geared turbine set for the aircraft carrier *Eagle*, which will be the most powerful installation of all.

The developments in the diesel engine for which Harland & Wolff, Ltd., have been responsible over the past quarter of a century continue, and research work is also being devoted to the steam turbine, so that owners ordering at Belfast have a free choice of the machinery, which they consider will best suit their requirements. No trend of the day based on proved development is likely to leave the industry at Belfast behind.

THE TYNE

New Dock Proposed for South Shields

JARROW, Tuesday

One of the greatest perplexities to ship-repairers on the Tyne, and not least to shipowners clamouring for speedy completion of their vessels, is the shortage of docking facilities. As one vessel is towed out another is put in, so that the announcement of a possible new dock is a matter of the greatest interest to the industry and to owners.

It comes from South Shields, where Brigham & Cowan, Ltd., are proposing, as part of their post-war development, the construction of a dock capable of accommodating ships up to 12,000 tons d.w. It will be about 500 ft. long and it is proposed to build it to the south of the present premises on land acquired and cleared by the Corporation. The project has enlisted the interest of the M.P. for the Borough, Mr. Clutter Ede, the Home Secretary, who has inspected the site. Approval is awaited, and early sanction hoped for.

The transition from war to peace has rendered a number of heavy industrial workers idle. The North-East Coast has always lamented its preponderance of heavy industry, and great efforts have been put forward to introduce alternative light industries.

There is, however, a mass of labour, familiar only with heavy work, at present unabsorbed in the change-over, and the new dock proposal is welcomed as one further avenue of employment. Yards do not find it possible to absorb more men on the single-shift system, and if the men were more amenable to double-shift working where this is possible there would be less cause for complaint.

The shipbuilding and engineering unions are calling for yet more heavy industry for the area and are pressing this view on Northern M.P.'s. There is a plea from Jarrow Corporation to lift the shipbuilding and repair ban, put at 40 years, on the site formerly occupied by the Palmer Shipbuilding & Iron Company, Ltd. What could be achieved if the site was so released is not clear, but affairs of shipping apart, with its river frontage it is a good site, and its derelict state is no advertisement for Tyneside.

A dispute has occurred at the Wallsend yard of Swan, Hunter, & Wigham Richardson, Ltd., owing to the termination of employment of a number of welders on the ground of redundancy. The men decided to appeal to the National Service officer for reinstatement, and it is reported that until the dispute is settled the welders decided on a "go-slow" policy. They have refused overtime, and have been given support by boilermakers and others.

THE WEAR

Two Launches This Week

SUNDERLAND, Tuesday

A notable launch this week will be that of the *Asia*, 11,000-ton cargo liner built by Sir James Laing & Sons, Ltd., for the Cunard White Star Line. Sir Percy E. Bates, chairman of the company, has promised to be present at the launch. The keel of the *Asia* was laid in October, 1945, when orders for two similar vessels were placed with Messrs. Laing. The *Asia* is the first ship of the Cunard White Star Line's post-war building programme to be launched. Immediately after she has taken the water on Thursday the keel will be laid of the sister ship, to be named *Arabia*. The two vessels are being built in the new berth which Laing's constructed at their Deptford yard during the war—the largest berth on the river now. The *Asia* is expected to enter the North Atlantic trade. There is no accommodation for passengers, but the accommodation for

officers and crew is of the highest standard.

To-day the launch is taking place of the *British Enterprise*, another motor tanker built by Wm. Doxford & Sons, Ltd., for the British Tanker Company, Ltd.—the fifth this year from Doxford's yard at Pallion, and the seventh launched into the Wear this year for the British Tanker Company. There are still eight more on Wear builders' order books, and, of course, there is hope of still more to come. A tally of orders announced up to date shows that there are more than 70 ships building or on order at Wear yards, and some 29 of them are for foreign owners, including 15 for Portuguese owners, five for the French Government, five for Norwegian owners, three for Denmark, two for Argentina, and one for Switzerland.

THE MERSEY

Two Problems of Industrial Relations

BIRKENHEAD, Tuesday

Representatives of the Confederation of Shipbuilding and Engineering Unions are at present in Liverpool to consider two problems which vitally concern industrial relations in the Mersey district. The first of these is the dispute which occurred in the Birkenhead yard of Cammell Laird & Co., Ltd., over the dismissal of three men for an alleged breach of the shipyard regulations. It will be recalled that some weeks ago the firm was summoned by the Ministry of Labour in respect of one of these men and the summons was dismissed. The other two summonses have been provisionally fixed for hearing at Birkenhead Magistrates' Court on Sept. 20.

Representatives of the men have pressed for an inquiry into the working conditions at the yard, which, it has been alleged, were not entirely in conformity with the Essential Work Order. Before making formal application for this inquiry the Confederation has decided to visit Liverpool to obtain statements from union officials on the spot. It will be upon the result of this inquiry that a decision will be based whether or not to lodge the application at the Ministry of Labour.

The other matter to be considered is the dispute at Napier's factory at Liverpool arising out of the dismissal of a shop steward convenor. This matter was referred to at the Central Conference at York, and it was agreed to refer it back to Liverpool. The inquiry court, consisting of two members of the Amalgamated Engineering Union, two members of the Confederation, and representatives of the employers, will be set up to consider all the circumstances which led to the dismissal of the convenor. This appears to be a new departure in negotiations in the engineering world, and the result will be awaited with interest. Unfortunately the situation at Napier's has deteriorated so much since the dismissal of the convenor that there is very little work left in the factory, the majority of the workers having received notice to terminate their engagements.

THE TAY

Conversions from Coal to Oil Fuel

DUNDEE, Tuesday

The motor cargo liner *Anchises*, under construction for Messrs. Alfred Holt & Co., is to be launched by the Caledon Shipbuilding & Engineering Company, Ltd., on Sept. 25. The ceremony will be performed by Lady Hobhouse, wife of Sir J. R. Hobhouse, a director of the owning firm.

Two vessels in the hands of the Caledon repair department, the *Perth* and the *Iceland*, are being converted to burn oil instead of coal. The *Perth*, built in the company's yard 31 years ago, has been sold by the Dundee, Perth & London Shipping Company, Ltd., to the Falkland Islands Company, Ltd., and is to trade between Port Stanley and the River Plate. She is expected to sail in a few weeks' time, to arrive for the summer season. This is the second time the *Perth* has been reconditioned by the Caledon firm after war service. She served as an armed merchant cruiser and a trooper from 1915 to 1919 and as a convoy rescue ship during the late war. To meet the requirements of her new owners a considerable proportion of her second-class cabins is being converted into accommodation for the crew. The general lay-out of her first-class accommodation will remain substantially the same as during her 22 years as a Thames-Tay trader.

The *Iceland*, also Caledon-built, is a much more modern ship. She was delivered to the Currie Line, Ltd., in 1943, and was fitted with heavy masts and derricks for working tanks and other heavy cargo in ports not equipped with cranes. These have now been removed.

News that the Shipbuilding Advisory Committee is conducting a survey of the dry dock accommodation of the country has been received with interest on Tayside. Dundee's plea for a large dock is already before the committee. Except on the Firth of Forth there are no graving docks suitable for large

(Continued on page 10, column 3)

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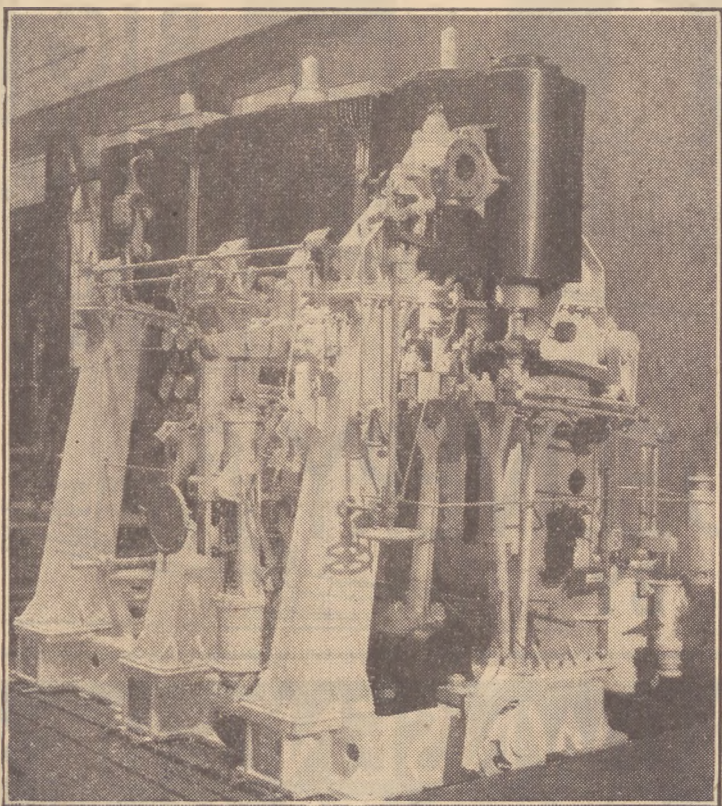
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Shipbuilding & Engineering Section

ROUND THE SHIPYARDS

(Continued from page 9, column 4)

vessels on the east coast of Scotland. Before the war an average of 100 liners a year arrived in the Tay from India alone and only a small proportion could have been handled in the existing graving docks. The East Dock is 500 ft. long but its narrow entrance prevents full utilisation of its length.

SOUTH WALES

Third Week of Boilermakers' Strike

CARDIFF, Tuesday
The boilermakers' strike has now entered into its third week, with serious effect upon ship-repairing activities. The men are dissatisfied with their rates of pay under the last national increase, but the employers contend that any further increase would put the district out of step with other repair centres in the country. The stoppage makes it impossible to execute any steel work and only with machinery repairs, carpentry, painting, &c., is progress being made. Until there is a move by the men's National Executive or the Ministry of Labour it appears that the position will remain at a deadlock. As the trouble drags on other classes of labour are becoming involved, and it has already been necessary for a number of men not directly concerned with the stoppage to be stood off.

During the week the Mont Stuart Dry Docks, Ltd., and associated companies at Cardiff, Barry, Newport and Avonmouth continued certain classes of work on the *Citrine*, *Aletta*, *Sata*, *Oku*, *William J. Riddle*, *Ardenza*, *Attila*, *Pencarrow*, *Fort Aklavik* and *Port la Cloche*, as well as on a number of vessels afloat. C. H. Bailey, Ltd., were engaged on 36 vessels at Cardiff, Newport and Barry. The *Maurice Rose*, *Samark*, *Jellicoe Rose*, *Britannia* and *Empire Rancher* were in dry dock at Cardiff; the *St. Andrew*, *Retriever* and *Milford Queen* at Newport, and the *Poznan*, *Joffre Rose* and *Beltay* at Barry.

The *St. Julien* remained in hand with the Penarth Pontoon, Slipway & Ship-Repairing Company, Ltd., who also had three vessels alongside. Hodges & Co., Ltd., were engaged on work in the wet docks. The Prince of Wales Dry Dock Company, Swansea, Ltd., received the *Sun Anthony* and the *Marietta* which were completed and undocked. The firm dealt with 13 vessels afloat. The tug *William Poulson* remained in dry dock with the Port Talbot Graving Dock Company, Ltd.

THE TEES

Drydocking Facilities

MIDDLESBROUGH, Tuesday
Among the big port development schemes projected by the Tees Conservancy Commission there is one notable omission. The port authority has one small (and obsolete) graving dock which is apparently to remain neglected and more or less unused. Here is a domain in which private enterprise has superseded public ownership. With their well-equipped dry docks and a thoroughly competent technical staff Smith's Dock Company, Ltd., have hitherto provided ample

(Continued at foot of next column)

SWEDISH SHIPYARDS

Views of Two Gothenburg Builders

An article in the current issue of "Swedish Foreign Commerce" (the organ of the General Export Association of Sweden) is devoted to a review of the present activity and prospects of the Swedish shipbuilding industry. In the light of statements made by Mr. Gunnar Engberg, managing director of Eriksbergs mek. Verkstad, Gothenburg, and by Mr. Hugo Heyman, managing director of Götaverken, Gothenburg. According to Mr. Engberg, Sweden lost nearly half her merchant tonnage during the war, but by the end her yards had succeeded in making up the losses by new construction. The Swedish industry expects to be able to build over 25 per cent. more than before the war. It is very largely an export industry and has for a long time been building tonnage for foreign account: of all orders on hand about 75 per cent. have come from abroad.

The newly built Swedish tonnage consists mainly of vessels intended for the Eastern, African, Australian, South American, Gulf, Pacific Coast and North American trades, and with speeds ranging from 16 to 19 knots. These vessels, which are equipped with every modern device and which usually have accommodation for 12 passengers, meet all reasonable requirements, Mr. Engberg declares, in the way of comfort and convenience. In quite a number of the vessels every passenger cabin is provided with a private bathroom.

In constructing these fast vessels the builders have taken advantage of every technical aid available to-day. It is hardly necessary to add, Mr. Engberg concludes, that the Swedish shipbuilding industry will continue to study and exploit every new technical device that proves likely to serve its purpose.

Work for Foreign Owners

Mr. Heyman points out that the shipbuilding industry of Sweden has gradually developed into an export industry. Before 1926 Swedish yards were building mainly for Swedish owners, but from that year onwards orders from foreign owners have been in the majority, and during certain years foreign orders have reached 70 to 80 per cent.

Swedish yards have had and still have serious difficulties to contend with. One of the most troublesome is the shortage of skilled workers. Another is the problem of procuring the necessary materials, but Swedish iron works have made remarkable efforts to provide the yards with rolled material. They have been successful, and Mr. Heyman claims, as a result of enlargements now being carried out at the iron works, Sweden can count upon becoming self-supporting in this respect.

The rapid progress made by the welding method in the field of shipbuilding has necessitated certain changes and additions to the yard workshops. The consequence is that the yards have undergone, and are still undergoing, a process of all-round modernisation.

Götaverken, Mr. Heyman states in conclusion, has built a number of new workshops during the war and considerably enlarged their quays. There are still many workshops on their reconstruction programme, which was put into operation some years ago. Among other things they are building a new machine shop, and another promising development is their steam engine combined with turbo compressor.

(Continued from preceding column)

facilities for the repair and overhaul of the merchant fleets trading with the Tees and neighbouring ports. During the war years and the ensuing hectic period of reconstruction the company's physical resources have, however, been severely strained. Ship-repairers here, as elsewhere, are working to capacity and the time is not far distant when the facilities for ship repairs on the Tees may have to be reviewed and possibly extended. Expanding trade and improved equipment for the speedy handling of cargoes will have to be matched by adequate means for ship repairs.

THE FORTH

Dry Docks Fully Employed

LEITH, Tuesday
The number of vessels in the hands of the local ship-repairing firms shows no signs of diminishing. The work involved, consisting of conversions, reconversions, survey, long-term overhaul and general repairs, is of considerable volume.

The dry docks were fully employed last week, and active conditions prevailed in the yards. Henry Robb, Ltd., had 13 vessels in hand for attention, including two long-term conversions on merchant vessels, and a number of trawlers and other craft for reconversion. Menzies & Co., Ltd., were again working at high pressure on 15 vessels, including merchant vessels, trawlers, whale catchers and special craft, while Geo. Brown & Son (Leith), Ltd., were fully employed on the conversion of a number of trawlers and with general repairs on merchant vessels.

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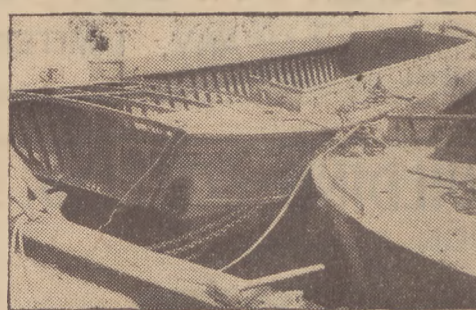
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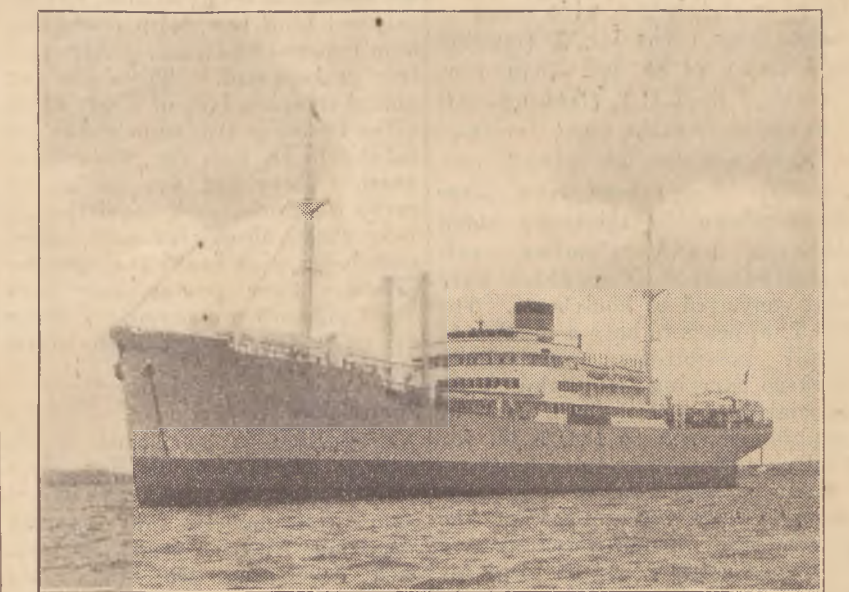
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Work for the Shipyards

Orders Reported in "Lloyd's List" during the Week Ended September 10, 1946

Yard	Ship- yard Co.	Number & Type Cargo vessel	Size 1800 t.	Engines & Builders	Owners
*Warrenpoint Down	Warrenpoint Co.	Trondhjems Verksted, Trond- heim	Coaster	—	Sondenfelds Norske Dampskibsselskab, Oslo
A/S Stord, Stord	Stord	Water-lus	126ft. long	Rubb diesel	Innherredamp- skibsselskab, Steinkjer Midhordlandske D/S/S.



Cargo liner "Bolivia" 7850 tons d.w., built at Gotaverken, Gothenburg, for the Rederi-a.b. Nordstjernan (Johnson Line), Stockholm. She has accommodation for 30 first-class passengers, and her two six-cylinder Gotaverken diesel engines, of together 9200 i.h.p., give her a speed of 17 knots in loaded condition

THE SHARE MARKET

Sharp Break in Values

Active conditions have ruled in the market for shipbuilding, iron, coal and steel shares during the past week. In the early part of the period under review the recent strength was maintained, but subsequently prices suffered a setback, in sympathy with the rest of the "House" as a result of American advices, and the market closed with a weak appearance. A notable exception was provided by Thornycroft, which were quoted 2s. 6d. higher at 77s. 6d., while the last recorded business in the Preference was at 34s. 4½d. and the Preference at 31s. Swan, Hunter were not notably changed, and the last business in the Preference was at 30s. 9d. Beardmore weakened 9d. to 30s. 6d., and John Brown 6d. to 29s. 6d., but Cammell Laird were fairly steady at 12s. 6d., allowing for the deduction of the dividend from the price. Grayson, Rollo weakened 3d. to 8s. 6d., Harland & Wolff 6d. to 27s. 6d., while the Preference changed hands either side of 22s. 9d. Vickers weakened 1s. 1½d. to 26s., the cumulative Preference 6d. to 32s. 6d., and Clarke, Chapman 9d. to 61s. 3d. Babcock & Wilcox relapsed 1s. 9d. to 64s., while the last business in Doxford was 88s. 9d. Thos. Ward gave way 1s. 3d. to 42s. 9d., and Stothert & Pitt showed a similar alteration at 72s. 6d. Vulcan Foundry dropped 1s. 1½d. to 28s. 6d., while losses of 9d. were recorded in Colvilles to 25s. 3d., Dorman, Long to 26s. 6d., and Powell Duffryn to 23s. 6d. Numerous other shares were a few pence easier.

Below will be found a table showing the highest and lowest prices recorded during 1945, together with a selection of the business arranged yesterday:—

Highest and Lowest 1945	Yesterday's range of Business
57/3 47/9 Allied Ironfoundries	58/2, 58/9, 58/3
36/6 50/3 Allied Ironfoundries Pref	37/3
1/10 1/0 Amalg Anthracite Ord	1/2½
9/3 6/3 Amalg Anthracite Pref	13/0, 13/1½, 12/6½
61/3 50/7 Babcock & Wilcox Ord	£3/9¾, 64/6 63/7½
7/1 5/0 Baldwin (Holland) Ord	5/10½, 5/9¾
29/6 25/0 Beardmore Ord	31/6, 31/0
31/0 24/9 Beardmore (J) Ord	29/3, 29/7½, 29/6
22/1 20/3 Brown (J) 1st	23/0, 22/6
11/9 8/6 Cammell Laird Ord	12/7½, 12/5
26/3 21/6 Colvilles Ord	25/3
10/0 7/6 Consett Iron	8/10½, 9/3
51/2 41/6 Corb (Wm) Ord	99/9, 100/6, 99/6
29/3 22/6 Dorman, Long	26/7½, 26/0, 26/3
28/3 25/7 Firth (Thos.) & John Brown 5% Pref	25/10½
43/6 34/6 Guest Keen Ord	40/4½, 39/0, 39/6
14/0 28/0 Hallfields Ord	25/9
23/1½ 15/4 Harland & Wolff Ord	27/3, 27/7½, 27/0
22/0 17/1 Harland & Wolff 4½% Cum Pf	23/0, 22/6
56/0 55/3 Lambert Bros Ord	77/1½, 76/3
4/0 2/10 Ocean Coal ...	4/1, 4/1½
22/6 20/0 Ocean Coal Part Ord	23/1½
12/3 9/0 Pease & Partners Ord	16/6, 16/9, 16/7½
24/4 19/9 Powell Duffryn Ord	23/9, 23/10½, 23/5
23/10 19/9 Powell Duffryn Pref	21/9, 21/3
105 101¼ Powell Duffryn Ltd 4% Deb	103¾
76¾ 5/6 Richardson Waterford Ord	10/10½, 10/7½
12/0 8/9 S. Durham "B" Ord	9/4½
54/6 40/3 Staveley Coal	52/3, 51/9
58/9 46/3 Stewarts & Lloyds Defl	52/6, 52/9, 52/3
57/6 41/9 Swan, Hunter Ord	63/6, 62/6
13/7 10/3 Thomas (R.) & Baldwins	11/7½, 11/9, 11/4½

(Continued at foot of next column)

IRON AND STEEL

Unprecedented Weight of Orders

A Middlesbrough correspondent telegraphed yesterday regarding the Tees iron and steel market:—

Producers have an unprecedented weight of orders in hand, and pressure for bigger deliveries of nearly all descriptions is increasing. Distribution is better, but deliveries are still short. Makers of light castings have extensive contracts and are calling persistently for bigger supplies of high-phosphorous pig iron in an effort to keep pace with delivery obligations. Low and medium phosphorous grades are moving into consumption in increasing quantities. The make of the basic blast furnaces is sufficient to cover the requirements of producers' own consuming plants, but provides no tonnage for other use. East Coast hematite is in ample supply for home purposes, and makers' stocks are understood to be steadily growing, but merchants are still unable to secure export licences.

Deliveries of semi-finished steel are large, but inadequate for re-rollers' requirements. Obstacles to an expansion in output are formidable, and substantial imports would be very welcome. In the finished industries plate and sheet producers are fully sold over the next six months, and the rail mills are assured of great activity for some time, with plants turning out railway chairs, points and crossings busily occupied. Manufacturers of joists and sections have good bookings, and pit props, arches and colliery roofings continue in strong request. Scrap shows marked activity, with demand expanding for cast iron scrap, machinery metal, and heavy steel scrap.

NEW DANISH TRAIN FERRY

To Carry 1500 Passengers

The train, motor vehicle and passenger ferry *Fyn*, built at the Refshaleoen yard of Messrs. Burmeister & Wain, Copenhagen, for the Danish State Railways, and intended for service across the Great Belt, has been launched. Built to Bureau Veritas class, she is 103.5 metres in length at the waterline, 17.21 metres in breadth and 6.365 metres in depth; she has a cruiser stern and a hinged ramp at the bow. She will be able to carry about 1500 passengers. Her equipment will include electric capstans and steering gear, wireless telegraphy, direction-finder and echo-sounder. The propelling machinery consists of two two-cycle single-acting B. & W. diesel engines, each with six cylinders, 500 mm. bore and 900 mm. stroke, developing a total of 5450 i.h.p., at about 165 r.p.m. and giving a speed of about 16½ knots.

(Continued from preceding column)

Highest and Lowest 1945	Yesterday's range of Business
36/3 27/6 Thomas (R.) & Baldwins Pf	31/9¾, 31/6
28/3 22/3 United Steel ...	25/7½, 25/9, 25/4½
20/6 16/3 Vickers Ord	26/3, 25/9
33/6 27/3 Vickers Cum 3% Ord	31/0
43/6 32/6 Ward (Thos.) & Baldwins (J.) 14/1½	41/3
12/6 6/10½ White (J.) 14/1½	6/3
91/3 78/1½ White (J.) 14/1½	86/3
22/4 18/3 Williams (S.) 21/0	& Sons

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An Interesting Case of Conversion

By Our Special Correspondent

During the period since the end of the war, when many surplus ships have been put up for sale, much speculation has taken place about the future of those ships which were built for amphibious warfare. There is certainly a wide range to choose from. The L.S.T. (landing ship tank), of no less than four "marks," the L.C.T. (landing craft tank), of no less than eight "marks," of which one was not actually constructed—these extend from large vessels down to relatively small ships of L.C.A. (landing craft assault) type, some of which have been converted to houseboats. The L.S.T. appears to have a number of useful possibilities, particularly if cargo carrying is exploited in association with the use of amphibians such as D.U.K.W. for loading and discharging cargo.

Little of this kind of conversion seems to have taken place at the present time, though it is suggested that such ships would be ideal for use where sandy beaches exist in tropical islands, and it is known that three British-built transport ferries are to operate from a British port. The landing ship tank is a fairly bulky vessel, though the possibility of her conversion to an oil tanker or fish factory ship should not be neglected, because of the large amount of tank space available for oil. The landing craft tank, however, is rather a different proposition: she is smaller and in many ways more handy.

L.C.T. 8 Conversion

One of the first practical answers to the question whether an amphibious ship or craft can be converted for practical mercantile use has been provided in a ship recently converted in Ireland for the Brazilian subsidiary of the Eagle Oil & Shipping Company, Ltd. The ship in question was an L.C.T. 8. The somewhat drastic nature of the conversion is due to the fact that the ship was not very far advanced on the stocks when she was taken over: had she been in a complete state much more work would have been necessary.

The L.C.T. 8 was intended for transporting and landing tanks and vehicles directly on the beaches. She was specially fitted for operation in the Far East, and was the triumph of many years of development of this useful and flexible type of craft. She was, in effect, a larger and more seaworthy development of the L.C.T. 4, which had certain structural weaknesses. She was capable of beaching in not more than 3 ft. of water when fully loaded with motor transport, or about 4½ ft. of water when fully loaded with heavy tanks. Her capacity can be gauged from the fact that eight heavy tanks or 13 loaded 3-ton lorries or 350 tons of cargo could be carried. She had also accommodation for six officers and 42 other ranks. This was all possible in a vessel with a length overall of 226 ft., with a beam of 38 ft. She had a speed in service of about 10 knots with a maximum of about 12 knots, and was in many respects more shipshape than the earlier type, though resembling in hull form the L.C.T. 3 rather than the L.C.T. 4 or, indeed, the L.C.T. 5, which was merely a mechanised box.

The tank deck was well built up at the sides and the forward end was decked over, the machinery space being aft, where there was ample accommodation. The bow of the ship was actually very similar to that of an L.S.T., having vertical bow doors. In fact, the L.C.T. 8 combined the best qualities of both types. This makes her particularly suitable for conversion, because it means that she is capable of making long voyages by virtue of her strength and fuel capacity.

The conversion of the ship from an L.C.T. 8 to a tanker seems in general to have consisted in maintaining the stern part of the ship as far as possible, though opening up the superstructure to the extent of large portholes, wide doors, &c., which are suitable for a ship trading in the tropics. The sides to the tank deck have been eliminated. The bow has been partly rebuilt, and what was formerly a high bow with doors has now been cut down

to a low forecastle. The former poop is now occupied by crew accommodation with the steering gear to the twin rudders remaining in its former place. The large warping winch aft has been removed, which leaves a clear deck space.

Accommodation has been built in the poop round the engine casing, while on the poop there are quarters for deck and engineer officers, with a dining-saloon. A certain amount of the interior structure of the forward end has been retained, but the original bluff bow, with doors, has been removed and a fairly shipshape bow substituted. There is an almost complete lack of sheer, which gives the ship the appearance of falling down into the water forward. There are five groups of cargo oil tanks, each consisting of four tanks abreast of each other, with lower wing tanks available for ballast. Four pumps have been fitted to handle the cargo, two being driven by diesels and two by electric motors.

Propulsion

Propulsion is by means of the engines which were to have been fitted in the ship at the time of her completion, namely, four Paxman 12-cylinder V-type trunk engines, each developing 380 h.p. and driving twin propellers through hydraulic reverse reduction gear. The engines deliver their full power at about 1500 r.p.m. A speed of about 10 knots in loaded condition is considered sufficient for the ship, which will be employed between Rio Grande and Puerto Alegre, in the Lagoa dos Patos, a long inland arm of the sea in southern Brazil. As now completed, the ship has a length between perpendiculars of 227 ft., a beam moulded of 38 ft., a depth of 14 ft., and her draught in fully loaded condition is stated to be 11 ft. 10 in., with a deadweight capacity of about 1500 tons.

Electro-hydraulic steering is provided for the twin rudders. There is a navigating bridge and wheelhouse at the forward end of the superstructure aft, which leaves the tank deck clear to the short forecastle. Two masts have been fitted, the foremast carrying a derrick to serve the boatswain's stores and the dry cargo hold forward. There are two 15-cwt. derricks aft, just forward of the poop, to the port and starboard side, respectively, which are intended for handling the oil loading hoses.

Two points stand out in this connection. One is the obvious nature of the conversion, particularly at a time like the present when tonnage of this kind is in short supply; the other is the use of four diesels geared to two shafts. Brazil is keenly interested in the acquisition of new tonnage, and as she is willing to take advantage of all modern developments the introduction of this kind of machinery to her coastwise trade is fortunate. The ship is operating mainly in calm waters, but performs a function of increasing importance in view of the number of ports on this inland waterway and (with the development of air routes in Brazil) the need for the distribution of large quantities of petrol to storage points up and down the coast. It is clear that a great deal of attention has been given to obtaining the best layout for the ship, and it will be interesting to see whether any further conversions of a similar nature are made in the near future.

SHIP-REPAIRS AT SYDNEY

New Welding Regulation

According to the "Sydney Morning Herald," a regulation recently introduced at the port of Sydney prohibits gas or electric cutting on any vessel in port, unless the ship's fire hydrant and hose system are in good working order and connected to an adequate water supply. In addition, fire extinguishers and buckets of water or sand must be laid out on the vessel ready for use, and a watch must be maintained in the vicinity of the cutting or welding irrespective of any precautions undertaken by those responsible for the work. No cutting or welding is to be carried out upon a vessel containing explosives unless additional stipulated precautions are taken.

A lecture on "The Weldability of Malleable Cast Iron" is to be given by Mr. T. J. Palmer at a meeting of the North London branch of the Institute of Welding in the Fyvie Hall of the Polytechnic, Regent Street, W.1, at 7.30 p.m. to-day.

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U.S. BUILDING PLANS LAUNCHES AND TRIALS

Curtailment of 1947 Programme

According to the New York "Journal of Commerce," the president of the Shipbuilders' Council of America (Mr. H. Gerrish Smith) has received from the director of the Office of War Mobilisation and Reconversion (Mr. John R. Steelman) a reply to his letter of protest against the recommendation of President Truman's Administration to postpone the building of two 28-knot passenger liners for the Moore-McCormack Lines' South American service. (The substance of Mr. Smith's letter was reproduced in LLOYD'S LIST of Aug. 21 last).

While the exchange of letters was taking place, President Truman issued an order reducing the Maritime Commission's expenditure on new tonnage in 1947 from 120 to 60 million dollars, and revised plans, necessitating an outlay of 54 million dollars, have been submitted by the chairman of the Commission (Vice-Admiral W. W. Smith) to Mr. Truman for his concurrence. These provide for the placing of contracts with the Bethlehem Steel Corporation for three 22-knot passenger vessels for the American Export Lines' Mediterranean service; the advancing to Sept. 20 of the final date for tenders for two 30-knot liners for the American President Lines' transpacific service; the consideration of an application from the United States Lines Company for a construction differential subsidy to aid in the construction of a 33-knot passenger liner for transatlantic service; and for the construction of a number of smaller vessels, including four moderate-sized passenger liners, eight to twelve improved C-3 cargo vessels, nine refrigerated vessels, and an all-aluminium vessel.

Interference with Housing

The New York "Journal of Commerce" is of the opinion that Mr. Steelman's reply to Mr. Smith indicates by inference that not even these revised plans of the Commission will meet with the approval of President Truman's Administration. Mr. Steelman asserted that the President's recommendation of postponement of the two liners for the South American service was amply justified by the facts. If contracts for the vessels were placed at once the procurement of engines, wiring, machinery and furnishings would compete with the demand for similar materials by builders of demobilised servicemen's homes. Referring to Mr. Smith's citation of reports of the Government's intention to allot 50,000 tons of steel to Great Britain to build five merchant ships for Chile, Mr. Steelman stated that they were untrue.

The reply continued: "As to the ultimate decision on the wisdom of constructing such liners, it appears to me that the Congress, in the Act of 1936, intended to make it possible for a United States ship operator to get his ship constructed in the United States at as low a price as he could contract for it abroad; and that it did not intend to have this Government build ships at the Government's entire cost, and to have these ships operated for Government account at heavy losses by an operator who would be paid a substantial fee for managing the ship as part of his subsidised service. If the latter is in fact what the Congress wants done, I think the Congress should so express itself.

"The 1936 Act grants the United States ship operator tax exemption on profits that he sets aside to purchase new vessels. It permits him an operating subsidy to equalise his cost of operation with that of any competing foreign operator, and it grants him a construction subsidy to equalise the cost of his United States-built vessel with that paid for a similar foreign-built vessel by a competing foreign operator. If, under these circumstances, a United States operator is unwilling to invest his tax-free funds in a particular vessel, it is clear that there can be no economic justification for the construction of that vessel."

Mr. Steelman went on to repudiate Mr. Smith's assertion that the passenger vessels in question were essential to national defence. On the subject of shipbuilding costs, he stated that the Commission was making a study of relative costs in the United States and abroad to determine what construction subsidy, if any, was now justified under the 1936 Act. Mr. Steelman's letter ended as follows: "Frankly, it seems clear to me that a healthy United States merchant marine will be developed not by the Government taking the initiative and sole financial responsibility for building and operating uneconomic vessels but by private operators developing, with the aid of the shipbuilders, vessels in which they are willing to invest their capital."

SHIPYARD AT SONDERBORG

During the German occupation of Denmark a start was made on establishing a shipyard at Sonderborg under the name Schumanns Skibsværft. It was not completed, and as German capital was involved it came under the Danish confiscation law. The plant at Sundevad has now been acquired by a consortium led by Messrs. Karl Weiss & Sønner, of Grasten, and it is planned at first to build wooden vessels for Russian account.

"British Marshal"

The single-screw motor tanker *British Marshal*, under construction by Wm. Doxford & Sons, Ltd., Sunderland, is the fourth to be launched by the yard this year for the British Tanker Company, London. She has a single deck with poop, bridge and forecastle, and has a carrying capacity of about 12,300 tons d.w. on a draught of 27 ft. 7 in. The oil cargo space comprises 27 compartments sub-divided by transverse bulkheads and two longitudinal oil-tight bulkheads are carried through all compartments. Four steam-driven pumps each capable of discharging 270 tons an hour are installed. The propelling machinery consists of a Doxford opposed piston oil engine having four cylinders of 600-mm. bore and 2320-mm. combined stroke, to which twin lever-driven scavenge pumps are fitted.

"British Earl"

The motor tanker *British Earl*, which has been launched from the Neptune yard, Newcastle, of Swan, Hunter, & Wigham Richardson, Ltd., for account of the British Tanker Company, Ltd., London, is about 490 ft. in length overall, 463 ft. 5½ in. b.p., 61 ft. 9 in. in breadth, and 34 ft. 1 in. in depth; she will have a deadweight capacity of about 12,250 tons on a summer draught of 27 ft. 7 in., and a speed on service of about 11½ knots. There are two longitudinal bulkheads, and oil cargo will be carried in 27 tanks; four oil cargo pumps, each capable of discharging 270 tons per hour, will be installed. The deck machinery consists of two steam winches, two warping capstans and steam hydraulic steering gear. The propelling machinery consists of a Swan, Hunter-Doxford opposed-piston oil engine having four cylinders.

"Brixton"

The steam collier *Brixton*, built for the Thames up-river service of the South Metropolitan Gas Company, London, by S. P. Austin & Son, Ltd., Sunderland, has run trials. She is 248 ft. in length b.p., 39 ft. 6 in. in breadth, and 18 ft. 6 in. in depth, and is designed to carry a deadweight of 2460 tons on a light draught at 10½ knots. She has a raised quarter deck with short bridge amidships and top-gallant forecastle. There are three holds, of which the hatchways are fitted with MacGregor patent steel covers, the tank top being sloped upwards to form hopper side tanks to facilitate grab discharge. The propelling machinery, to be supplied by the North Eastern Marine Engineering Company (1938), Ltd., will be placed aft, and will consist of a set of triple-expansion steam engines having cylinders 16½ in., 27½ in., and 47 in. in diameter, and with a stroke of 33 in. Steam will be supplied from one main boiler.

"British Commerce"

The single-screw motor tanker *British Commerce*, the third of six ordered by the British Tanker Company, Ltd., London, from William Doxford & Sons, Ltd., Sunderland, has been launched. She is a single-deck vessel 423 ft. in length, with a poop, bridge and forecastle, and is designed to carry a deadweight of about 8400 tons on a draught of 25 ft. The vessel is built on the combined transverse and longitudinal system of framing, having two longitudinal bulkheads. The cargo space is sub-divided by transverse bulkheads into eight tanks, making 24 compartments. There are two pump-rooms each with two steam-driven oil pumps each capable of discharging 270 tons per hour.

The propelling machinery, placed aft, consists of a Doxford opposed-piston balanced oil engine, having three cylinders 600 mm. in diameter, with a combined stroke of 2320 mm., and fitted with twin lever-driven scavenge pumps.

"Patella"

The motor tanker *Patella*, built for the Anglo-Saxon Petroleum Company, Ltd., by Harland & Wolff, Ltd., has been launched. She is 483 ft. in length, and has a carrying capacity of about 11,800 tons d.w. Specially constructed for the carriage of bitumen, the *Patella* has machinery aft, and forecastle, poop and midship erections, connected by fore and aft gangways. The hull is divided by longitudinal and transverse bulkheads into nine asphalt-carrying compartments with a ballast tank at the port and starboard side of each compartment and a pump room between Nos 4 and 5 tanks. There are two steam-driven asphalt pumps.

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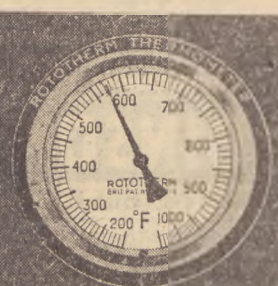
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LONDON—IN DOCK

Vessel **Tons Gross** **Station** **Dock** **Brokers**
ADJUTANT, 1242, C Whse., West India, G. S. N. Co.
ARISTO, 2195, P Whse., Millwall, United Shipping Co.
BARONSA, 8663, 5 Shed, Royal Albert, Houlder Bros. & Co.
BENVOIRICH, 9768, 14 Shed, King George V., Galbraith, Pembroke & Co.
BEVERLEY (tug), Royal Albert Dry Dock, 200, Nelson Dry Dock, South West India, Prince Line
BULLFINCH, 433, E Qy., Regent's Canal, G. S. N. Co.
CALUMET, 7268, 12 Shed, King George V., Kibick, Martin & Co.
CAPELLIE, 1561, Canada Yd. S., Surrey Commercial, C. Gee & Co.
CARPIO, 1847, 3 Shed, Royal Albert, MacARTHAGE & Co.
CARTHAGE, 14,182, 34 Shed, Tilbury, P. & O. S. N. Co.
CEFN-Y-BRYN, 5164, Dry Dk., Millwall, Capper, Alexander & Co.
CHARLBY, 7036, 11 Shed, Royal Albert, Capper, Alexander & Co.
CHURRUCA, 1847, W Dk., Ldn. Dk., MacAndrews & Co.
CLAN CAMERON, 7243, 17 Shed, Tilbury, Gayzer, Irvine & Co.
COMEDIAN, 5122, G Shed, South West India, T. & J. Harrison
CORNCRAKE, 660, W Dk., Ldn. Dk., G. S. N. Co.
CORONA, 1569, Canada Yd. N., Surrey Commercial, C. Gee & Co.
CYDONIA, 3595, Station Yd., Currey Commercial, Nelson, Donkin & Co.
DUNSTER, 9494, 15 Shed, Royal Albert, Houlder Bros. & Co.
EDDYSTONE, 1452, W Dk., Ldn. Dk., Clyde Shipping Co.
EMPIRE BALTIC (ex LST 3519), 3578, 26 Shed, Tilbury, P. & O. S. N. Co.
EMPIRE CLARENDON, 8577, Shops, Royal Albert, P. & O. S. N. Co.
EMPIRE COMFORT, 1333, 8 Shed, Tilbury, Clemt
EMPIRE CONDERTON, 558, Albion Yd., Surrey Commercial, Sowerby & Co.
EMPIRE CONDO, 998, Canal Shed, Victoria, London & Rochester Trading Co.
EMPIRE CONSEQUENCE, 1998, H Shed, West India, Shipping & Coal Co.
EMPIRE ESTUARY, 319, Co-operative Mills, Victoria, Shipping & Coal Co.
EMPIRE FAIRHAVEN, 410, Co-op Mills, Victoria, P. & O. S. N. Co.
EMPIRE FAIRVIEW, 410, 2 Dolphin, Millwall, G. Work & Co.
EMPIRE GLOIRY, 7290, 17 & 19 Sheds, Royal Albert, Gray, Dawes & Co.
EMPIRE MACRAE, 8282, Co-operative Mills, Victoria, Hain S.S. Co.
EMPIRE RAJA, 6224, C Qy., Victoria, P. & O. S. N. Co.
EMPIRE REST, 1327, 1 Shed, Tilbury, Clemt
EMPIRE SEAGREEN, 518, C Whse., Millwall, Leopold Walford Shipping Co.
EMPIRE SHELTER, 1356, 8 Shed, Tilbury, Clemt
EMPIRE STOUR, 4696, Transit Shed E., Surrey Commercial, Harrisons (London)
EMPIRE TROOPER, 14,106, 9 Shed, Tilbury, Gray, Dawes & Co.
EMPIRE WHARFE, 3072, K Shed, South West India, Royal Mail Line
FALCON, 1625, 18 Shed, Tilbury, G. S. N. Co. (Clemt)
FENDRIS, 1018, W Dk., Ldn. Dk., Coverley, Westray, Walbaum & Tossett
FIRECREST, 537, Lower Quebec Yd., Surrey Commercial, S. Cater & Co.
FIREDOG, 1557, E Jty., Regent's Canal, Coke-mart, Ltd.
FORT CARIBOU, 7132, T & T2 Whses., Mill wall, E. H. Mundy & Co.
GANNET, 1536, 11 Shed, Tilbury, G. S. N. Co. (Clemt)
GLENIFFER, 9559, 9 Shed, King George V., Glen Line
GOLDEN EAGLE, 793, 2 Shed, Tilbury, G. S. N. Co. (Clemt)
GRETH, 1551, Station Yd., Surrey Commercial, L. A. Ltd.
GRONING, 1205, 19 Shed, Tilbury, G. S. N. Co. (Clemt)
HAGFORS, 668, Timber Whvs., Millwall, S. L. A. Ltd.
HEIRE, 907, D Whse., Millwall, United Shipping Co.
HIGHLAND CHIEFTAIN, 14,135, King George V. Dry, Royal Mail Lines
HIGHLAND MONARCH, 14,139, Z Shed, Victoria, Royal Mail Lines
HUGIN, 1302, E Whse., Millwall, British & Northern Shipping Agency
INNAMO, 1784, Transit Shed E., Surrey Commercial, C. Gee & Co.
JAMAICA PRODIGER, 5464, London Graving Dk., West India, Kaye, Son & Co.
JANS, 295, W Dk., Ldn. Dk., Transport Exchange Co.
KILWORTH, 791, C Qy., Regent's Canal, Grand Union (Shipping)
KINDAT, 4358, 21 Shed, Royal Albert, P. Henderson & Co.
KINDIESEL, 359, B Qy., Regent's Canal, C. Work & Co.
KING LEAR, 309, S Lay-by, Surrey Commercial, Ocean Salvage & Towage Co.
LANGTON GRANGE, 7043, E Qy., Victoria, Houlder Bros. & Co.
LAURENTIDE PARK, 7136, N.E. Dry Dk., Tilbury, Montgomerie & Workman
LOCHMONAR, 9412, F Qy., Victoria, Royal Mail Lines
MAHIA, 10,024, 6 Shed, King George V., C. Thompson & Co.
MANDASOR, 7071, 5 Shed, Tilbury, A. Howden & Co.
MATHURA, 8890, 33 Shed, Tilbury, A. Howden
MEADOW COAST, 1014, 2 Impt., East India, Coast Lines
MOOLTAN, 20,952, 13 Shed, King George V., P. & O. S. N. Co.
MORETON BAY, 14,193, 5 Shed, King George V., G. Thompson & Co.
MYTILUS, 5693, Blackwall Bsn., West India, Anglo-Saxon Petroleum Co.
NERMA LAU, 210, 2 Shed, Royal Albert, Wainwright Bros. & Co.
OCEAN VULCAN, 7174, Vernon's Mills, Victoria, F. H. Bovey & Co.
OCEAN WAXFARER, 7178, M Whse., Millwall, F. C. Strick & Co.
ORONTES, 20,097, 13 & 14 Sheds, Tilbury, Anderson, Green & Co.
OTRANTO, 20,026, 15 & 16 Sheds, Tilbury, Anderson, Green & Co.
PERIM, 9550, 20 Shed, Royal Albert, P. & O. S. N. Co.
PORT ALMA, 8400, 1 Shed, King George V., Port Line
PORT HALIFAX, 5820, E Dry Dk., Royal Albert, Shaw, Savill & Albion Co.
PORT HOBART, 11,000, 10 Shed, King George V., Port Line
PRINCE'S CHANNEL (hopper barge), 538, S.E. Dry, Tilbury, Tilbury Contracting & Dredging Co.
QUEDA, 776, 26 Shed, Royal Albert, Gray Dawes & Co.
QUEEN'S CHANNEL (hopper barge), 583, Green's Dk. No. 2, Tilbury Contracting & Dredging Co.
RANCHI, 16,739, 4 Shed, King George V., P. & O. S. N. Co.
RANGITATA, 15,937, 29 Shed, Royal Albert, J. B. Westray & Co.
RITONE, 209, Nelson Dry, W. H. Muller & Co.
RIDEAU PARK, 7134, Greenland Dk. Bys., Surrey Commercial, Denholm, Coates & Co.
RING, 1257, 6 & 7 Whses., Millwall, British & Northern Shipping Agency
ROLF JARI, 1917, L. & M. Sheds, South West India, Nordenfeldtske S.S. Services
ST. CLEAIR, 4312, E Shed, West India, Howard Tenens
SAKARA, 2743, N. Qy. Bsn., East India, G. S. N. Co.
SAMAKRON, 7219, 1 Shed, Victoria, Royal Mail Lines
SAMBALT, 7219, B Qy., Victoria, Harrisons (London)
SAMOS, 7219, 3 Shed, Tilbury, Killick, Martin & Co. (Clemt)
SAPHIR, 638, 22 Shed, Tilbury, John Cockerill Line
SARDIS, 970, W Dk., Ldn. Dk., G. S. N. Co.
SOMERSET COAST, 1097, 1 Impt., East India, Coast Lines
SPANKER, 1875, Albion Yd., Surrey Commercial, Harris & Dixon
STRATEGIST, 6245, L Shed, South West India, T. & J. Harrison
STRATHAIRD, 22,281, 32 Shed, Tilbury, P. & O. S. N. Co.
STRATHMORE, 23,428, 31 Shed, Tilbury, P. & O. S. N. Co.
SUECIA, 4216, G Whse., Millwall, British & Northern Shipping Agency
SUFFOLK, 11,145, 26 & 27 Sheds, Royal Albert, J. B. Westray & Co.
SYDNEY STAR, 11,380, A Shed Canal, Victoria, Blue Star Line
TEVLOT, 7032, D Qy., Victoria, Royal Mail Lines
THAMES COAST, 1045, 1 Impt., East India, Coast Lines
THEMSTON, 11, F Qy., Regent's Canal, P. & O. S. N. Co.
TORN, 2044, Centre Yd. N., Surrey Commercial, Cutting & Co.

TRESILLIAN, 7368, Transit Shed W., Surrey Commercial, Hain S.S. Co.
TREVAYLOR, 5257, 3A Shed, Royal Albert, Hain S.S. Co.
UMATA, 7200, C & D Sheds, West India, Union-Castle Mail S.S. Co.
WALDO HILL, 1791, Canada Yd. S., Surrey Commercial, W. Cory & Son
WATERCOCK (tug), 200, Nelson Dry Dock, South West India, Prince Line
ZEALAND, 1924, N.W. Dry Dk., Tilbury, Currie Line

LONDON—IN DRY DOCK

GREEN'S NO. 2.—Queen's Channel (hopper barge)
KING GEORGE V.—Highland Chieftain.
MILLWALL.—Cefn-y-Bryn.
NELSON.—Rhône, Watercock (tug).
ROYAL ALBERT.—Beverley (tug). Port Halifax
TILBURY.—Prince's Channel (hopper barge). Lauretide Park, Zealand.
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ACTIVITY, Everard's Wf., Greenhithe, F. T. Everard & Sons
AFON GWILL, Kent Portland Cement Works, S. T. Cook
AGILITY, Everard's Bys., Greenhithe, F. T. Everard & Sons
ALF EVERARD, Everard's Jty., Greenhithe, F. T. Everard & Sons
ATTITY, Oil Mills, Erith, F. T. Everard & Sons
ASSIDUITY, Everard's Jty., Greenhithe, F. T. Everard & Sons
ATHLETIC, Thundersider Jty., Dagenham, Howard Houlder & Partner
ATHELSTARN, Rainham Tr., Athel Line
AXINITE, Crown Wf., Deptford Creek, S. Cater & Co.
BARBARA, D. Wouldham's Wf., Grays, Temple Thomson & Clark
BAUTA, Alpha Jty., Cliffe, Tatham, Bromage & Co.
BELHAZEN, Irongate Wf., Tower Bridge, London & Edinburgh Shipping Co.
BIDASSO, Middleton's Wf., Wapping, Cie. Nantaise
BOSTON TRADER, BRINIA, Room House Qy., Fulham, Freight Express
BRIXTON, Lower Tr., W. Woolwich, South Metropolitan Gas Co.
CAMROUX, I. Rosebank Wf., Fulham, T. Cool
CEDARWOOD, White's Wf., Swancombe, Temple Thomson & Clark
CELTIC QUEEN, Empire Paper Mills, Greenhithe, British Channel Traders
CHANNEL, Fern, Free Trade Wf., Ratcliff, British Channel Islands Shipping Co.
CITRINE, Ford's Jty., Dagenham
COLDBRIDGE, off Barking, Coastwise Colliers
CORBRIDGE, Lower Tr., Erith, W. Cory & Son
CORDALE, Middle Tr., Erith, W. Cory & Son
CORFIRTH, Galleons Tr., Woolwich, W. Cory & Son
CORMIN, S. O. C. A. Jty., Purfleet, W. Cory & Son
CORNEL, G. Work & Co.
CORNISHBROOK, Dagenham, Curved Jty., Dagenham, J. Hudson & Co.
DAVID M. DONA FLORA, Lower Tr., Charlton, G. A. Tom & Co.
DUNMOIR, Ward's Jty., Grays, Such & School
EAGLESCLEFF HALL, Barking Jty., Common Bros.
EASTWICK, EASTWOOD, E. Greenwich Gas Works, W. France, Farnham & Co.
EMPIRE CEDAR (tug), Dagenham, W. Shelcott & Co.
EMPIRE FABRIC, Cargo Fleet Wf., Bow Creek, S. Cater & Co.
EMPIRE FACILITY, Everard's Wf., Greenhithe, F. T. Everard & Sons
EMPIRE FAIRHAVEN, off Greenhithe, F. T. Everard & Sons
EMPIRE FAIRPLAY, Lawes Wf., Barking, S. Cater & Co.
EMPIRE FAIRWAY, Inner Hulk By., Gravesend
EMPIRE FAVOURITE, Everard's Wf., Greenhithe, F. T. Everard & Sons
EMPIRE GALENA, for Hay's Wf., Bermondsey
EMPIRE HALLADALE, Northfleet Hope, Anchor Line
EMPIRE SEABLUE, Instone's Wf., Canning Town
EMPIRE SPINNEY, Stowage Wf., Deptford Creek, G. S. N. Co.
ETHELIOPIAN, Revan's Wf., Northfleet, Killick, Martin & Co.
FIREBEAM, Cokemart, Ltd.
FOAMVILLE, FORTH, Carron Wf., Wapping, Carron Co.
FREDERIK, Hay's Wf., Bermondsey, Board Import
FULHAM, Hanover Hole Tr., Rotherhithe, Stephenson Clarke, Ltd.
GEORGE BALFOUR, Power Station, Deptford, Stephenson Clarke, Ltd.
GREENSEA, Lower Tr., Deptford
HENK, HENRIETTE, Pinn's Wf., Barking, G. A. Tom & Co.
HIRONDELLE, G. S. N. Co.
ICEMALD, Beckton Gas Works, Cokemart, Ltd.
JOHN EVELYN, Admiralty Bys., Deptford KENTWOOD, Lower Tr., Charlton, Charrington, Gardner, Lockett & Co.
KINGFISHER, Continental Wf., Silvertown, G. S. N. Co.
KYLEBAY, White's Wf., Swancombe
LAKWOOD, Lower Tr., Beckton
LARK, Tuf's Wf., Woolwich, Freight Express
MALLARD, for Deptford
MALLARD, Victoria Wf., Limehouse, G. S. N. Co.
MARPESSA, Shell Mex & B.P. Jty., Purfleet, Davies & Newman
MARSWORTH, MAVIS, for Victoria Wf., Limehouse, G. S. N. Co.
METHILHILL, Barking Jty., C. Rowbotham & Sons
MISTLEY, Bruce's Jty., Grays, M. F. Horlock & Co.
MONKWOOD, Power Station, Woolwich, Charrington, Gardner, Lockett & Co.
NORMAN QUEEN, N. Woolwich Tr., British Channel Traders
NORRIS, NORTHUMBRIAN COAST, Bell Wf. Tr., Shadwell, Tyne-Tees Steam Shipping Co.
NOVIAN COAST, Charrington's Qy., Steppney, Tyne-Tees Steam Shipping Co.
ORANJEPOLDER, Custom House Qy., W. H. Muller & Co.
ORIOLE, G. S. N. Co.
ORTOLAN, Ratcliff Cross Wf., G. S. N. Co.
OSSIAN, Power Station, Deptford, M. A. R. Milton & Co.
PATRIA, Fenning's Wf., London Bridge, British & Foreign Maritime Agencies
PERSIAN COAST, Charrington's Qy., Steppney, Tyne-Tees Steam Shipping Co.
POLARIS, Long Reach Collier Tr., J. Carl-bom & Co.
POLLY M. N. Woolwich Tr.
PRESTATYN ROSE, Carron Wf., Wapping
QUEENLAND, Jurgens' Jty., Purfleet, Shipping & Coal Co.
QUENWORTH, Lower Wf., Woolwich Tr., R. S. Dalgliesh
ROSLIN CASTLE, Gravesend Reach, Canadian Pacific S.S.
RUHINE, for Royal Albert Dk., J. B. West-ray & Co.
ST. MARGARET, Bellamy's Wf., Rotherhithe, Howard Tenens
SAXON STAR, for Victoria Dk., Blue Star Line
SCHELDT, SEINE, Aberdeen Wf., Limehouse
SIRIUS, Tunnel Portland Cement Works, W. Thurrock, J. Carlhom & Co.
SIR LEONARD PRARCE, Deptford Creek, Stephenson Clarke, Ltd.
SKJOLD, for Dagenham
SUFFOLK COAST, Aberdeen Wf., Limehouse, Coast Lines
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(Continued on page 18)

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Sir Archibald P. Forbes, whose acceptance of the chairmanship of the Steel Board has recently been announced, and Sir Malcolm A. Robertson have resigned from the board of the British Oak Insurance Company, Ltd. Mr. A. H. K. Cobb has joined the board of the company.

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OVERSEA MOVEMENTS: Latest Reports

UNITED KINGDOM

1	2
GRAVESEND AR Spanker, Sep 9 Lubeck for Surrey Com Dk Bauta for Cliffe Brinda for Wandsworth Marpessa, Sep 10 Grangemouth for Purfleet Roslin Castle Montreal for Surrey Com Dk Empire Halladale Cuxhaven for Tilbury Dk Malland, Sep 10 Oslo for Deptford Saxon Star General Uriburu for Victoria Dk Ruahine Auckland for Royal Albert Dk Skjold, Sep 10 Horsens for Dagenham Empire Galena Hull for Hay's Wharf GRAVESEND SD Democrat, Sep 9 Dordrecht Temple Bar Cardiff Vega, Sep 10 Abo Alstern Karlstad Empire Conference Castor Wasklot Bergenhus, Sep 10 Copenhagen via Grimby Fiducia Ghent Sagoland Rio Janeiro Empire Ridley, Sep 10 Cherbourg Nottingham Rotterdam (towing a lighter) THAMES HAVEN SD Systa, Sep 9 SOUTHEAST Pd Down Leuvehaven Sep 9 Kirsta Saphir Democrat Systa Castor, Sep 10 QUEENBOROUGH AR Grundo, Sep 8 Treport SHEERNESS AR Wave Knight, Sep 9 Abadan SHEERNESS SD Gahian, Sep 7 Rouen RIDHAM DOCK AR Ivan Gorthon, Sep 7 Indian Bay (NF) RIDHAM DOCK SD Vesuvius, Sep 8 Tyne THE DOWNS Anch Juno, Sep 9 Blommersdijk Empire MacCabe Fred C. Stebbins F. J. Luckenbach Indian Reeper Gyda W. R. Grace Kootenay Park Gullmaren, Sep 10 Thomas Wolfe, Sep 10 Sampenn Marie M. Meloney THE DOWNS SD Gyda, Sep 9 Dovreffjell Juno Laurits Swenson Blommersdijk Charles A. Stafford Empire MacCabe Fred C. Stebbins Indian Reeper F. J. Luckenbach Oranjefontein Kootenay Park, Sep 10 Thomas Wolfe Java (tug) (with tow) Sampenn Marie M. Meloney, Sep 10 W. R. Grace Llangollen Gullmaren M.O.W.T. 9 (crane) DOVER AR Bernard V, Sep 9 (put back for repairs) DOVER SD Constant, Sep 10 DOVER Pd E James Piper (yt), Sep 9 General S. D. Sturgis George W. Lively, Sep 10 Maud Edward P. Ripley DOVER Pd W Juliette Low, Sep 9 Empire Springfield Bernard V, Sep 9 Marianne Bratt, Sep 10 DUNGENESS Pd E M.M.S. 242, Sep 10 Penelope, Sep 10 for Ymuiden Petter Westland Bullaren DUNGENESS Pd W Aldebaran, Sep 9 Empire Beatrice Maha Edwin D. Howard, Sep 10 Systa British Restraint, Sep 10 Alexandre Andre for Texas BEACHY HEAD Pd W Elizabeth, Sep 9 James Lykes, Sep 10 Temple Bar, Sep 10 SHOREHAM AR Qno Vadis, Sep 9 Antwerp LITTLEHAMPTON SD Isolda (aux), Sep 8 Teignmouth SPIITHEAD Pd In Southern Opal, Sep 10 SPIITHEAD Pd Out Java, Sep 9 ST CATH'S PT Pd E Chasseral, Sep 10 British Ambassador Torsa ST CATH'S PT Pd W Fleming (pres), Sep 9 Robert E. Burns, Sep 9 Philips Wouwerman Mongolia Ara Empire Beatrice, Sep 10 NEEDLES Pd W Louis Marshall, Sep 10 SOUTHAMPTON AR Andes, Sep 9 Amsterdam (tug), Sep 9 Rotterdam Athlone Castle, Sep 10 SOUTHAMPTON SD Sep 9 Philips Wouwerman Dutch East Indies Lyminge, Sep 10 Shanghai Blankenburg (tug) Rotterdam	TEIGNMOUTH AR Birgitta (aux), Sep 9 Exmouth TEIGNMOUTH SD Hansy (aux), Sep 10 Helsinki TORQUAY AR Aldo, Sep 7 DARTMOUTH SD Cornish City, Sep 9 Saffi PRAWLE POINT Pd E Galan L. Stone, Sep 9 Gascony, Sep 10 American Farmer PRAWLE POINT Pd W Margaret Johnson, Sep 9 PLYMOUTH AR Regeja, Sep 9 Amsterdam PLYMOUTH SD Regeja, Sep 9 Par PAR AR Beta, Sep 8 Blyth PAR SD Angeja, Sep 7 Antwerp Sursun Corda Caen Java, Sep 8 Rotterdam Liban FALMOUTH SD American Farmer, Sep 9 Southampton Samarinda Bandar Shapur Henriette Irvine LIZARD Pd E Lloyd S. Carlson, Sep 9 Leonardo L. Romero, Sep 10 for The Downs (for orders) Nordair, Sep 10 Queen Mary, Sep 10 LIZARD Pd W Oscar Chappell, Sep 9 for New York Esso Belgium for Aruba JERSEY AR Admiral de Ruyter, Sep 8 St Malo Atlantic Antwerp PADSTOW AR Olwe, Sep 8 Garston HARTLAND PT Pd In Widmermore Park Sep 10 AVONMOUTH SD Regent Panther, Sep 9 Trinidad BRISTOL SD Adolf Bratt, Sep 9 Gothenburg Boston City New York NEWPORT AR Margeca, Sep 9 Cardiff Adolf Bratt Bristol Boston City Bristol CARDIFF AR Fort Liard, Sep 9 Glasgow CARDIFF SD Margeca, Sep 9 Newport Glanrhyd, Sep 10 Santander Empire Orkney Gibraltar BARRY AR Baron Douglas, Sep 9 Hamina BARRY SD Stefanos S., Sep 9 Liverpool BARRY IS Pd Down Stefanos S., Sep 9 Regent Panther for Trinidad SWANSEA AR Bandelier, Sep 9 Curacao SWANSEA SD Kellywn (ex Empire Scout), Sep 9 Denmark MUMBLES Anch Sep 10 Empire Clansman MUMBLES Pd In Yrsa, Sep 10 for Swansea MUMBLES Pd Out Kellywn (ex Empire Scout), Sep 9 EASTHAM AR Erica, Sep 10 Bayonne Stanborough Amsterdam IRWELL PARK AR WHARF AR Dania, Sep 10 Lulea LIVERPOOL AR Peebles, Sep 9 Santa Cruz del Sur Masirah, Sep 10 Bombay Valencia Montreal Devis, Sep 10 Empire Macalpine, Sep 10 Montreal Empire Merganser Buenos Aires Muron Ronen for Manchester LIVERPOOL SD Standard (Pa), Sep 10 Stanlow City of Chester, Sep 10 Table Bay Recorder, Sep 10 Veracruz Colorado Springs Victory Naples PRESTON SD Zena, Sep 9 Glasgow FLEETWOOD AR Tanan, Sep 7 Glasgow ARROSSAN AR Barrington Court, Sep 10 Wabana CLYDE ANCHORAGE SD Kollgrim, Sep 9 GLASGOW AR Pilar de Larrinaga, Sep 9 Philadelphia British Colonel Abadan Egidia New York Riverton, Sep 10 Montreal GLASGOW SD Kollgrim, Sep 9 Thames Haven DUBLIN AR Irish Spruce, Sep 8 Bona Leonardia Bona Union Blyth Ymuiden Aruba ST CATH'S PT Pd W Finse, Sep 3 Brevik Molotov, Sep 4 Leningrad Rapid II, Sep 5 Aarnes KOPERVIK SD Finse, Sep 3 Molde Molotov, Sep 4 Murmansk Rapid II, Sep 5 Sauda SAUDA AR Tres, Sep 3 Huden SAUDA SD Tres, Sep 5 Tonsberg STAVANGER SD John Bakke, Aug 30 Bergen Deneb (No), Sep 6 Tromso FARSUND AR Jan, Aug 31 Christiansand FARSUND SD Jan, Sep 4 Havstad

3	4	5
GRANGEMOUTH AR Eben Haezer, Sep 7 London Thornbury, Sep 8 Nassa, Sep 9 Aruba Ek, Sep 10 Drannem GRANGEMOUTH SD Empire Wensum, Sep 7 Haukipudas Lisita Rotterdam Haskerland Rotterdam Vestra, Sep 8 Stockholm Marpessa Purfleet Justin Duane Finland S.N.C.F.I. Sunderland Gottfrid Uto BONNESS AR Ragunda, Sep 8 Walkom Tin, Sep 9 Emden LEITH AR Moorthy, Sep 9 Tocopilla LEITH SD Bera, Sep 10 Gdansk TYNE AR Vesuvius, Sep 9 Willi, Colding Copnahu Gudvor, Sep 10 Rouen Scandia (6524), Sep 10 (Copenhagen) TYNE SD Henry Tegner, Sep 9 Greenland Bur, Sep 10 Gelfe MIDDLESBRO AR Empire Cougar, Sep 9 Rio Janeiro Gullborg, Sep 10 Hull MIDDLESBRO SD Gulholm (No), Sep 8 Haugesund Oleum, Sep 9 London FLAMBOUR HD Pd N Socotra, Sep 10 FLAMBOUR HD Pd S Oleum, Sep 9 SPURN HD Anch Off Charles Dickens, Sep 10 SPURN HEAD Pd In Karesnando, Sep 9 San Vulfano Empire Arun, Sep 10 British Confidence Hermann Litmeyer Frissa Sep 10 SPURN HEAD Pd Out San Wenceslao, Sep 9 Irene Brunlanes Empire Rapier Lapland Foo Nan, Sep 10 HULL AR Vilk, Sep 9 Immingham Verba Goole Tomsik Copenhagen St. Jessica, Sep 10 Liverpool Kieldiep Antwerp Sampont Lagos Helen Gothenburg Empire Halberd Cuxhaven HULL SD Lapland, Sep 9 Kotka Empire Rapier Cuxhaven GOOLE AR Don, Sep 10 Copenhagen GOOLE SD Verba, Sep 9 Hull IMMINGHAM AR Margrethe, Sep 8 Irene London London Brunlanes Leixoes IMMINGHAM SD Belgian Veteran, Sep 7 New York Irene, Sep 9 Thamshavn HARWICH AR Kronprins Frederik, Sep 9 Esbjerg BRIGHTLINGSEA AR Weltervreden VII, Sep 9 Fur 'ARCTIC SEA TO ESBJERG ARCHANGEL SD Vesla, Sep 3 Reykjavik (before reported sailed Sep 1) NARVIK AR Kvikjokk, Sep 9 Gothenburg NARVIK SD Chio, Sep 4 Tromso Kvikjokk, Sep 9 Middlesbro OPLO SD Columbia, Sep 6 Rotterdam & Antwerp TRONDHEIM SD Polarys, Sep 5 Kirkenes HOLVYSSUND AR Siak, Aug 27 BERGEN AR Naudi, Sep 5 Toulon Vetovory Baltimore Empire (cricket) Gelfe Ingolf, Sep 6 Gdansk Rane Tore Glitt Gdansk Arabritt, Sep 7 Hoganas KALIX AR Zenith (aux), Sep 2 Wisnar KALIX SD Falken (aux), Aug 27 Haukipudas Lestris, Aug 30 Rochester Zenith (aux), Sep 5 Kemi XYPIA AR Wm. Th. Mallings, Sep 4 Elsinore XYPIA SD Cyprus Sears, Sep 5 Blyth HELSINKI AR Helsinki, Sep 3 Stockholm KOTKA AR Hedda Lau, Aug 30 Gdansk Ninna Lau, Sep 3 Naestved GDYNIA AR Polcirkeln, Sep 6 Lulea GDYNIA SD Jukan (2 Juhan) (aux) Aug 21 Leningrad COPENHAGEN AR Baltic (Fi), Sep 7 Kotka Cara Immingham Elizabeth Maersk Emden Castor (Du) Kotka Inge Maersk Caracao	SKIEN AR Bomma, Sep 3 Oslo SKIEN SD Lisbeth, Sep 3 Brevik Wasaborg Norrkoping Bomma Sandefjord BREVIK AR Tautra, Aug 30 Danzig BREVIK SD Vasaland, Sep 3 S America Tautra Emden TONSBERG AR Tres, Sep 7 Sauda TONSBERG SD Orwell, Sep 5 S Georgia via Uto MOSS AR Olav Bakke, Aug 30 HALDEN AR Martin Bakke, Aug 30 GOTHENBURG SD Heien, Sep 7 Hull Gothia, Sep 8 Hull SIMRISHAMN AR Fogdo, Sep 8 Middlesbro Inez Rostock WESTERVIK AR Tessy (aux), Sep 3 Rotterdam Werna, Sep 4 Heroya Clement T. Jayne Cardiff Marna, Sep 5 (Copenhagen) Vega (Sw) Ystad Othem Gdynia WESTERVIK SD Werna, Sep 5 Valdemarsvik Tessy (aux), Sep 6 Hermosand STOCKHOLM AR Bailey Foster, Sep 10 London GEFLE AR Ivernia, Sep 6 Gdynia GEFLE SD Britta Christensen, Sep 6 Liverpool via Ornskoldsvik Grim Calais Sonja (aux) (Copenhagen) via Norrsundet SODERHAMN AR Marx, Sep 3 Skelleftea Twee Gebroeders, Sep 6 Limhamn Sandar Ronne Ester Thorden Gelfe SODERHAMN SD Benjamin Sherburn, Sep 6 Preston via Gelfe Marx, Sep 7 Ostend HUDIKSVALL AR Consul Bratt, Sep 5 Svartvik Gelfe Grim, Sep 6 Skandia, Sep 7 Hermosand Rissaua Gdansk HUDIKSVALL SD Fylla, Sep 6 Caen Oscar Brest Frida Calais/Brest Skandia, Sep 7 Caen Grim Brest via Mo and Hornefors Dalhem Ismit and Piraeus via Orns- koldsvik SUNDSVALL AR Wolanda, Sep 6 Hermosand Fidra, Sep 7 Stockholm Ljustero Baltimore P. L. Pahlsson Emden SUNDSVALL SD Skinner, Sep 6 Amsterdam Hetty, Sep 7 Rafo Fidra Calais Titania Middlesbrough GUSTAFVIA AR Balboa, Sep 3 Kramfors UMEA AR Noreg, Sep 3 Gothenburg Nils Gorthon Helsingborg Maria Gorthon, Sep 5 Carbonia Copenhagen SKELLEFTEHAMN AR De Ruyter, Aug 30 Ornskoldsvik Uto, Aug 21 Simrishamn Edo, Sep 3 Simrishamn Stone Pitea Agne, Sep 6 Rouen Tunisia Ornskoldsvik SKELLEFTEHAMN SD De Ruyter, Sep 3 Dordrecht Edo, Sep 4 Lulea Storo Svano Uto, Sep 5 Tyne Tunisia, Sep 6 Sundsvall LULEA AR Edo, Sep 1 Ronskar Rane, Sep 5 Rongrunn Wino, Sep 5 Gelfe Arabritt Norrkoping Ara (Sw), Sep 6 Skutskars Lida Gelfe Wandia, Sep 7 Sundsvall LULEA SD Hafnia (Da), Sep 4 Hamburg Aif Hamburg Rudolf Gdansk/Gdynia Cornelia Gdynia Dorota Hamburg Ingolf, Sep 5 Gelfe Rane Tore Glitt Gdansk Arabritt, Sep 7 Hoganas KALIX AR Zenith (aux), Sep 2 Wisnar KALIX SD Falken (aux), Aug 27 Haukipudas Lestris, Aug 30 Rochester Zenith (aux), Sep 5 Kemi XYPIA AR Wm. Th. Mallings, Sep 4 Elsinore XYPIA SD Cyprus Sears, Sep 5 Blyth HELSINKI AR Helsinki, Sep 3 Stockholm KOTKA AR Hedda Lau, Aug 30 Gdansk Ninna Lau, Sep 3 Naestved GDYNIA AR Polcirkeln, Sep 6 Lulea GDYNIA SD Jukan (2 Juhan) (aux) Aug 21 Leningrad COPENHAGEN AR Baltic (Fi), Sep 7 Kotka Cara Immingham Elizabeth Maersk Emden Castor (Du) Kotka Inge Maersk Caracao	Georgia Gdynia Scandia Gdynia Amasa Delano, Sep 8 Charleston Stadion II, Kolding Conifd Rouen Thyra (568) Horsens Marina Lovsa Belgien Emden Sine (aux) Thorshavn N. J. Ohlsen Mariager Wegro Vejle Linda Clausen, Sep 9 Aarhus COPENHAGEN SD Sigrid (No), Sep 7 Gdansk Arcturus (Fi) Helsinki Louisiana Aalborg Saka (Da) Newcastle Axel (Fi) Gdynia Don (Br) Goole Sjolovan (aux) Transisvaag Pax (aux) Gdynia Wim Nykobing (Sj) Lubeck Hektos, Sep 8 Lubeck Dago Lulea Thyra (568) Leningrad William S. Halsted, Sep 9 New York Karla (cable) Baltic Linda Clausen Leningrad TUBORG SD Katja Lau, Sep 4 Haparanda ELSNORE Pd S Parma (Fi), Sep 8 The report of the passing of the Prima on Sep 8 was erroneous FAABORG SD Lilian, Sep 3 Rafo SODERBORG AR Kong Bjorn, Sep 3 Menstad SODERBORG SD Kong Bjorn, Sep 6 Emden AALBORG AR Texas, Sep 6 Copenhagen Ivan Kondrup Gdansk Trio (Da) Hallstavik Scandia (6524) Kalundborg Riitta H. Kemi Els, Sep 7 Drammen AALBORG SD Mette Skou, Sep 6 Gdynia Rikke Skou Lulea Tommetten Naestved Fritz S. Gdynia Trio (Da), Sep 7 Drammen Scandia (6524) Tyne Tora Elise Gdynia Texas Antwerp LEMVIC SD Brinda, Sep 6 London via Tyboron Canal Elizabeth (188) Strood via Tyboron Canal RIVER ELBE TO USHANT HAMBURG AR Boordell, Sep 9 CUXHAVEN AR Empire Halladale, Sep 8 London BREMERHAVEN AR Iberville, Sep 7 Gdynia Trimble's Ford Kiel Jose Marti Philadelphia BREMERHAVEN SD Robert F. Burns, Sep 7 New York BREMEN AR Cape Breton, Sep 8 Houston BREMEN SD Karin Thorden, Sep 7 Murmansk Oscar Chappell N York George M. Verity, Sep 8 Havre James Lykes N Orleans EMDEN AR Ragni, Sep 6 Rotterdam Nordborg Hamburg Eljo Delfzyl Bielvriet Rotterdam Tautra Brevik Hohsude London Patis Ridham Dock EMDEN SD Jeanette, Aug 28 Bolnes (not for Bo'ness as before reported) Lotte Skou, Sep 6 Ronne Dione Oslo Zaan, Sep 7 Copenhagen Rijf (Sw) Haefrine (Fo.) Eljo Holtenau (Fo.) Glorv Struer DELZLY SD Kathariotisa, Sep 9 Antwerp Hoganas YMUIDEN SD Corsica, Sep 7 Prinses Beatrix, Sep 9 Ardennia Theodora Tyne Ornen Rdam Uy Scheffer Eemstroom, Sep 10 Bristol YMUIDEN SD Henk, Sep 9 London Corsica Rotterdam Jelo Rotterdam Uddeholm, Sep 10 Skoghall MAASSLUIS AR Stentor (tug), Sep 9 Southampton (towing LCT 518 for Krim- pen (Da) Yssel) MAASSLUIS SD Tyne (tug), Sep 6 Bremerhaven PERNIS AR Luellum, Sep 8 Puerto la Cruz PERNIS SD Gadila, Sep 8 Curacao Amsterdam (tug) Southampton SCHIEDAM AR Betancuria, Sep 8 Liverpool ROTTERDAM AR Nautilus, Sep 6 London Tindjefel Calais Carella Hull Mr. Linthorst Homan Lisbon Nijenburgh, Sep 7 King's Lynn Jaba, Sep 8 Par Batavier II Harwich William M. Rayburn Rapid Middlesbrough Trompenburgh London Fiaz

6	7
Freap London Palma Fredrikstad Jurko Topic Barrow Denbighshire London Zeemeeuw Bandholm Haskerland, Sep 9 Grangemouth Robert B. Forbes Baltimore Jacob Chandler Harper New York Lisita Grangemouth ROTTERDAM SD Norden, Sep 6 Malmö and Helsingborg Algarve Lisbon Steegebor Malmö Westerdam, Sep 7 New York Basel Amsterdam Alexander V. Fraser N America (Lo.) Nassauhaven, Sep 7 Helsinki Veenenburgh Middlesbro Acudacia Portsmouth Carella Helsinki Tyro Leixoes Ophieus Vigo Vinga Algeiras Kassos Philadelphia West Linn Victory Gadila, Sep 8 Curacao Gudrun (Sw), Sep 8 Antwerp & Haifa Orata Venice Robert Jordan N York Prinses Beatrix, Sep 9 Amsterdam CAPELLE A D VESSEL SD Rex (No), Sep 7 Emden BOLNES AR Njord, Sep 6 Delfzyl DORDRECHT AR Catell, Sep 7 Nykobing Barendsz, Sep 8 Kungors DORDRECHT SD Fantoff, Sep 7 Emden Jenny (Sw) Sundsvall FLUSHING RDS Anch Sep 8 West Linn Victory FLUSHING AR Romeja, Sep 8 Antwerp Zeeland (421 gross) Dina Antwerp Norsø King Denmark FLUSHING SD Atlantic (Du), Sep 6 Jersey Romeja, Sep 8 Middlesbrough Zeeland (421 gross) Dundee FLUSHING Pd Bali, Sep 6 for Oslo Voorwaarts for Antwerp Zuidland for Antwerp Helvetia, Sep 8 for Antwerp Halvard Bratt for Ghent Lysaker V., Sep 8 for Runka Kieldiep for Hull Good Gulf for Pt Arthur Belgian Amity, Sep 8 for Antwerp Centauro for Antwerp ANTWERP AR Knut Bakke, Sep 9 Talcahuano Martin Bakke Oslo Ida Bakke Sydney Fido Tai Yin Sydney Washington Express Rio Janeiro Brabant Belgian Amity Centauro Portland (Oreg) Meredith Victory West Linn Victory (put back) Ems Dina Svendborg Angéja Par Fedje, Sep 10 Immo Ragnar Grangemouth ANTWERP SD British Restraint, Sep 9 Falmouth Alexandre Andre Jamaica Stockholm Majrid Iggesund Malmind, Sep 10 Narvik Aktjo Malmö Yser Casablanca GHENT AR Marie Flor, Sep 9 Hull OSTEND AR Falken (Sw), Sep 7 Hamina Romeja, Sep 8 Vilvorde ROUEN AR Spramex (Fr), Sep 9 Bayonne Agen, Sep 10 Havre Négley D. Cochran Dux Holmstrand ROUEN SD Gahian, Sep 9 Medway Oise London Floyd Bennett N York Jupiter, Sep 10 Immingham Philip Schuyler New York USHANT Pd Kota Gede, Sep 8 BREST TO CARAMINAL POINT BORDEAUX AR Vendome, Sep 5 Libreville BAYONNE AR Erica, Sep 2 Swansea Edenval, Sep 3 Dublin BAYONNE SD Edenval, Sep 6 Pomaron Manchester BILBAO AR Cristina, Sep 4 Aviles Gratnos, Sep 9 Tyne Palacio London Taarnborg Barrow TALBORG SD Conde de Zubiria, Sep 4 San Esteban Campeche, Sep 9 Gijon Magallanes Vico SAN ESTEBAN AR prev Sep 7 Castilla Daroca SOMOSIERRA AR Samosierra, Sep 8 (for bunkers) Tarragona (for shelter) CORUNNA SD Rio Negro, Sep 7 Corne SAC 8, Sep 9 Seville CABO VILLANO Pd Alex van Opstal, Sep 6 for Matadi LEIXOES AR Andoni, Sep 6 Oporto Amisil (aux), Sep 7 Setubal Cid, Sep 9 Mouzinho Lisbon	LEIXOES SD Kuwi, Sep 6 Oporto OPORTO AR Kuwi, Sep 6 Antwerp Sandenburgh, Sep 9 Rotterdam OPORTO SD Andoni, Sep 6 Antwerp Redstart, Sep 9 Lisbon Kuwi Hook of Holland Kemphaan Lisbon LISBON AR Hermund (No), Sep 6 Gothenburg Loyang (yt) Tangier Fana, Sep 9 New York LISBON CLD Bullaren, Sep 7 Gothenburg LISBON SD Foca, Sep 6 La Pallice Costeiro Terceiro Oporto Mjølner Havre SETUBAL AR Foca, Sep 7 Lisbon SETUBAL SD Gros Pierre, Sep 8 Bayonne Sao Macario Bayonne Foca, Sep 7 La Pallice GADIZ SD Exanthia, Sep 8 New York MEDITERRANEAN SEA Including Black Sea and Sea of Azov GIBRALTAR AR Alchurin, Sep 9 Calcutta Taronga Park Odessa Lys Alexandria Marie (837) Terre Haute Victory Cagliari Chester Valley Venice African Reeler Sues Sanderwent, Sep 10 Mauritius Ariadne Istanbul Alexander S. Clay Los Angeles Hercules (1388), Sep 10 Istanbul Theodore Foster Bahia Blanca GIBRALTAR SD Huassafell, Sep 9 Iceland Louis D. Brandeis Hampden Roads Jaroslavl Batumi Orion (220) Sochi Krasnodar New York Margarete (yt) Quimper Terre Haute Victory Chester Valley New York African Reeper Granton Alexander S. Clay, Sep 10 Venice Lys Antwerp Marie (837) Antwerp Ariadne (443) Amsterdam Taronga Park St John (NB) Theodore Foster Marseilles GIBRALTAR Pd E Ciudad de Sevilla, Sep 9 Daniel Hiester Sep 10 F. T. Frelinghuysen GIBRALTAR Pd W Marine Shark, Sep 9 Cape Douglas Geyarre Castillo Montiel, Sep 10 for Bilbao Circassia Dorine Exceller Folipi de Bastrop India Victory James Roy Wells Lankashire Marine Snapper, Sep 10 Pedro Menendez MALAGA SD Ricardo R., Sep 7 Antwerp BARCELONA AR Monte Faro, Sep 4 Palma (Maj) Sac 7, Huelva J. J. Sister Genoa Ria de Camarinhas, Sep 5 Valencia Campanas Condecarado Nuria R. Ophir Ria de Pontevedra (last 5 vessels were in port Sep 6) Habana, Sep 7 N York Vulcanus, Sep 8 Amsterdam BARCELONA SD Cabo la Plata, Sep 5 Bilbao Maria R. Malaya Ciudad de Palma Palma (Maj) Ciudad de Mahon Villa de Madrid, Sep 7 Las Palmas Jose Calvo Sotelo, Sep 8 Malaga LA NOUVELLE SD Ville de Tenes, Sep 6 Port Vendres MARSEILLES AR Sidi Aissa, Sep 7 Algiers Prima Piombino Abigail Gibbons, Sep 9 Hampton Roads Fionia Middlesbro MARSEILLES SD Richebourg, Sep 6 Toulon Ville d'Oran Algiers Ville d'Alajacio Bastia Tan Istanbul TOULON AR Clan Lamont, Sep 5 Middle East Richebourg, Sep 6 Marseilles SAVONA AR Bosanka, Sep 5 Zonguldak Anna Marcon, Sep 6 Zonguldak SAVONA SD Empire Salmonpool, Sep 4 Melilla Hispania, Sep 5 Genoa Akenide, Sep 6 Aguilas Pit River, Sep 9 Bahia James Duncan Hampton Roads GENOA AR Ravens Point, Sep 4 Barcelona Abdul Kader Ellesmere Port Merkland, Sep 5 Marseilles Atid, Sep 5 Benghazi Citta di Tunisi Naples Hispania Savona Arlie Clark, Sep 6 Gibraltar Caledonia Barcelona Hartibridge, Sep 9 Rotterdam (Continued on page 16)

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Length 440 Ft.	480 Ft.	550 Ft.	635 Ft.	600 Ft.		795 Ft.	620 Ft.		430 Ft.	775 Ft.	
Breadth 53 Ft.	64 Ft.	66 Ft.	75 Ft.	56 Ft.		55 Ft.	66 Ft.		56 Ft.	65 Ft.	

MARINE CASUALTIES

ALEXANDER S. CLAY.—Gibraltar, Sept. 10.—Steamer Alexander S. Clay arrived and left here to-day. (See issue of Sept. 6.)

AMERICAN FARMER.—Falmouth, Sept. 9.—Steamer American Farmer sailed from Falmouth at midnight on Sept. 9, approximately 20 hours passage to Southampton.—Salvage Association's Surveyor. (See issue of Sept. 6.)

AMERICAN SCOUT.—New York, Sept. 9.—Steamer American Scout, striking lock wall in August: Three plates renew, three fair, frames, brackets and clips part renew, together with sundry damages; cost, including dry dock charges, \$15,900.—Salvage Association's Surveyors.

ASPY.—North Sydney, N.S., Sept. 9.—Steamer Aspy is ashore in harbour.

ATHELSTANE.—Sydney, Sept. 10.—Tank steamer Athelstane left here to-day. (See issue of Sept. 6.)

ATLAS (floating crane).—See Irene S. Embiricos.

BAILEY FOSTER.—Stockholm, Sept. 10.—Steamer Bailey Foster left Stockholm for London this morning. (See issue of Sept. 10.)

BELL RINGER.—Miami, Sept. 9.—American motor vessel Bell Ringer, which grounded near Pacific Reef on Sunday morning (Sept. 8), was floated on Sunday night by salvage tug Willet and proceeded to Miami harbour under her own power. It is understood that vessel sustained no damage and will proceed. (See issue of Sept. 10.)

BERNARD V.—Dover, Sept. 10.—Motor vessel Bernard V., Goole for Powey, cargo coal, arrived here last evening. It is understood that vessel had a defect in lubricating oil system which is being adjusted by ship's engineers.

CHUNG HSING.—Balboa, Sept. 9.—Steamer Chung Hsing, Newport News for Los Angeles, in ballast, is delayed here effecting repairs to auxiliary steam lines and valves.

CITY OF NEWCASTLE.—Busreh, Aug. 21.—Steamer City of Newcastle was surveyed here on Aug. 10 in respect of grounding at Bandar Shapur on July 30. According to the log-book the vessel was ranging fore and aft badly, and several ropes and wires parted. Heavy wires were sent ashore and the vessel was secured moored. A catch low water until Aug. 3 when the bottom, but soundings taken showed no increase over soundings previously taken, and it was assumed that the vessel was tight and had not suffered any damage. Certificate of seaworthiness was granted with the recommendation that the vessel be drydocked for further examination at owners' convenience.

CONSTANT.—Dover, Sept. 10.—Motor vessel Constant: Seaworthy certificate granted and vessel proceeded to destination at 11 a.m. to-day. (See issue of Sept. 3.)

CROSSING HITCH.—New York, Sept. 9.—Motor vessel Crossing Hitch, surging against dock in June: Five plates renew and nine straighten, together with removals and sundry damages; cost, including dry dock charges, \$25,473.—Salvage Association's Surveyors.

DELAWARE (barge).—New York, Sept. 9.—Barge Delaware, grounding in August, surveyed on behalf of tug RAYMOND CARD. Keel shoe part renew and seams caulk, together with sundry damages.—Salvage Association's Surveyors.

DOORMAN.—Casablanca, Sept. 3.—Dutch tank steamer Doorman was surveyed here on Aug. 27 in respect of heavy weather damage to forepart, stated to have been sustained on the voyage from Dakar. The owners of the vessel have given instructions that permanent repairs are to be effected here, the lowest tender being 110,000 francs. The surveyor recommended that the following permanent repairs be effected: Overhaul hawsepipe covers, repair joints and loose rivets, overhaul hawsepipe plates in forepart and repair joints, repair riveting in hull plates on starboard side, fit cement boxes over first six frames on port and starboard sides, fit reinforced plate between centre tanks and bunkers on port side, overhaul and repair electrical wiring, insulation, &c., in forepart, and fit protection plate on electrical wiring to foremast. The work has been placed in hand and is expected to take about eight days to complete. (See issue of Sept. 4.)

DOURO.—Willemstad, Sept. 10.—Dutch motor vessel Douro, which left Curacao yesterday for Jucaro, was towed in today with engine trouble.

EMPIRE BASCOBEL.—See Ruskholm.

EMPIRE CONRAD.—Liverpool, Sept. 10.—Steamer Empire Conrad (from Lagos), lying in Alexandra Branch Dock No. 3, had outbreak of fire in cargo of palm kernels. No. 1 hold. National Fire Service attended and fire was got under control. Discharge of cargo commenced at 1 p.m., the National Fire Service being in attendance playing water on bags.

ESNEH.—Oporto, Sept. 9.—Steamer Esneh, Leixoes for Haifa, cargo boxwood, bumped against the quay while in dock at Leixoes, opened seam under water and has slight leak in way of engine space. Vessel has been surveyed and temporary repairs are being effected to enable her to proceed to Gibraltar, where further survey is recommended.

FS 231.—See Midland Victory.

FAIRISLE.—Vizagapatam, Sept. 9.—Steamer Fairisle: Lloyd's surveyors allowing vessel to load and proceed to America. No repairs necessary and seaworthy certificate being issued.—Lloyd's Agents per Salvage Association. (See issue of Sept. 7.)

FORT CHIPEWYAN.—Piraeus, Sept. 10.—Steamer Fort Chipewyan: Bunker fire extinguished, now discharging portion of coal for airing before reloading. (See issue of Sept. 10.)

FRAM.—Bergen, Sept. 1.—Small motor vessel Fram, Bergen for Floro, cargo salt, ran aground near Kioa light-vessel on Aug. 30 and sank. Master and two men were lost and one man was saved. No. 1 hold. National Fire Service attended and fire was got under control. Discharge of cargo commenced at 1 p.m., the National Fire Service being in attendance playing water on bags.

FRANCISCO ROCCO.—Montevideo, Sept. 6.—While steamer ROYAL PRINCE was coming alongside berth here on Sept. 3, tow-ropes carried away and she bore down on Argentine motor vessel Francisco Rocco, moored alongside, causing damage to shell plating of the latter vessel. The ROYAL PRINCE sustained no apparent damage. Francisco Rocco was surveyed here on Sept. 3 and it was found that two sheerstrake plates on port side and plating on starboard side were indented, and stanchions and handrails on back deck were slightly bent. Seaworthiness of vessel is not considered to be affected, and repairs can be effected afloat at a cost of about \$850, Uruguayan.

GEORGE W. GOETHALS.—See "The Strike of American Seamen" under "Miscellaneous."

GLADWYENA (yacht).—Great Yarmouth, Sept. 9.—Yacht Gladwyena left here on Sept. 7 and arrived at Hlyth this morning. (See issue of Aug. 27.)

GREAT FALLS VICTORY.—Port of Spain, Sept. 9.—Steamer Great Falls Victory left Trinidad on Sept. 7. (See issue of Sept. 10.)

GUELPH.—San Jose, C.R., Sept. 4.—According to a protest by her master, the Panamanian steamer Guelph arrived at Port Limon on July 21 with one boiler out of action due to leakage and the other also in a leaky condition. Vessel anchored off the port and on July 22 proceeded to dock, but went aground. Owing to the condition of the boilers, she lost steam and had to be pushed to the assistance of launch Santa Elena and a cable from the steamer Phoebe Knot, proceeding to anchorage with the assistance of the Santa Elena. Repairs were effected here and the vessel sailed from Port Limon for Cristobal on Aug. 1. (See issue of Aug. 1.)

HWAH LEE.—Hongkong, Sept. 9.—Steamer Hwah Lee was drydocked on Sept. 8. Main inlet valve spindle found disconnected from valve, apparently since last docking; minor repairs to condenser and circulating pump.—Lloyd's Acting Agent per Salvage Association. (See issue of Sept. 3.)

IMPERIAL TRANSPORT.—Buenos Aires, Sept. 6.—Motor tanker Imperial Transport was surveyed afloat here on July 4 and subsequent dates in respect of three fractured cylinder heads in main propulsion motor. According to the chief engineer, the cylinder head defects first became apparent when changing an exhaust valve at sea on June 18. Nos. 2 and 7 cylinder heads, gear and pistons were removed, repaired and refitted, and No. 3 cylinder head and liner removed and stowed on board, owners' spare head and liner being fitted and tested. Repairs were effected satisfactorily at a total cost of 17,372.75 pesos, Argentine paper.

IRENE S. EMBIRICOS.—Marseilles, Sept. 7.—French floating crane ATLAS, which was being towed in the harbour here, was in collision this morning with Greek steamer Irene S. Embiricos and is reported to have caused some damage to shell plating. (See issue of Sept. 9.)

JACOB CHANDLER HARPER.—Maassluis, Sept. 9.—Steamer Jacob Chandler Harper arrived at Rotterdam to-day. (See issue of Sept. 9.)

JOSHUA SLOCUM.—New York, Sept. 10.—Steamer Joshua Slocum (Leghorn for Hampton Roads) lost propeller in position lat. 32 49 N., long. 77 40 W.; assistance sent.

KARAMEA.—Sydney, Sept. 10.—Motor vessel Karamea (Liverpool) and Melbourne for Sydney, broke crankshaft and fractured crankcase and bedplate on Sept. 8. Surveyor has been appointed and recommends temporary repairs. (Note.—Karamea arrived at Sydney on Sept. 9.)

KODUMAA.—Goole, Sept. 7.—H.M.S. Bern has arrived at Goole to attempt the disposal of the wreck of the steamer Kodumaa, sunk in Goole Reach in September, 1942. (See issue of Nov. 9, 1944.)

L.C.T. 1319 (landing craft).—See "The Landing Craft Aground Near Negapatam."

L.C.T. 1357 (landing craft).—See "The Landing Craft Aground Near Negapatam."

LILLEBAELT (aux.).—Malmö, Sept. 5.—Danish motor schooner Lillebaelt, Gdansk for Danish ports, fully loaded, went aground during thick fog on Sept. 3 and struck a submerged wreck. Vessel went hard aground and sprung a leak owing to pounding in the heavy seas. Salvage steamer Harald was sent from Malmö and immediately began salvage operations. The Lillebaelt was refloated yesterday and brought into Malmö, where she will be surveyed.—"Goteborgs Handels-och Sjöfarts-Tidning." (See issue of Sept. 6.)

MARINE TIGER.—See "The Strike of American Seamen" under "Miscellaneous."

MIDLAND VICTORY.—New York, Sept. 9.—Steamer Midland Victory, in collision with Army vessel FS 231 in August: Seven plates renew, stringers, frames and brackets part renew, together with sundry damages; cost, including dry dock charges, \$14,280.—Salvage Association's Surveyors. (See issue of Aug. 27.)

NATIONAL (aux.).—Copenhagen, Sept. 5.—Auxiliary vessel National, of and for Middelfart from Praesto, cargo lime fertilizer, struck a submerged wreck in Praesto Bay on the night of Sept. 3 and sank at Gyldenloves Flak. The crew was saved and brought to Rodvig. Svitzers' salvage steamer Bien has gone to ascertain possibilities of salvage.—"Borsen."

NORTHERN SUN.—Philadelphia, Sept. 9.—Motor tanker Northern Sun arrived here yesterday. (See issue of Sept. 10.)

PARIMA.—Buenos Aires, Sept. 4.—Motor vessel Parima was surveyed afloat here on July 24 and subsequent dates in respect of damage stated to have been sustained through heavy weather while on a voyage from Liverpool to Buenos Aires. Permanent repairs were effected to No. 1 lifeboat, which had side planking broken, and to No. 3 motor lifeboat, which was bilged in way of bow chocks and had keel, false keel and frames broken. Log boom and sounding boom, which were destroyed, have been renewed and replaced, bow-fall reels repaired and refitted and sundry repairs effected to awning, stanchions, &c. Repairs were effected to surveyor's satisfaction at a total cost of 5112.35 pesos, Argentine paper.

PENDEEN.—Las Palmas, Sept. 9.—Steamer Pendeen: First survey necessitates lifting low pressure and intermediate pressure crankshafts to remetal badly run main bearings. Owing to extremely bad condition of these bearings surveyor recommends lifting high pressure crankshaft for inspection and reconditioning purposes. Time for repairs now estimated at 14 days. (See issue of Sept. 9.)

RAYMOND CARD.—See Delaware (barge).

ROYAL PRINCE.—See Francisco Rocco.

RUSKOLM.—London, Sept. 10.—Information received from the managers of the tug EMPIRE BASCOBEL states: Trawler Ruskholm, which put into Plymouth while in tow of EMPIRE BASCOBEL, is leaving there on Wednesday (Sept. 11) for Lisbon in tow of tug Empire Aid. EMPIRE BASCOBEL is now towing trawler Satterlee to Lisbon. (See issue of Sept. 4.)

SAMARINDA.—Falmouth, Sept. 10.—Steamer Samarinda left here yesterday for Bandar Shapur. (See issue of Sept. 6.)

SEAMAN.—Hull, Sept. 9.—The United Towing Co., Ltd., have received to-day the following message from the master of the tug Seaman: Have been aground of Vasterlacket, Landskrona, assisted off by tug Brahman at 7 a.m. There is no appearance of any damage; arriving Malmö at 10 a.m. (See issue of Sept. 10.)

SHABONEE.—Philadelphia, Sept. 9.—Tank steamer Shabonee arrived here yesterday. (See issue of Sept. 10.)

SINCLAIR H. C.—Philadelphia, Sept. 9.—Tank steamer Sinclair H. C. left here to-day for Tremley Point. (See issue of Sept. 5.)

TRIO.—Trelleborg, Sept. 4.—Danish steamer Trio, Hallstadvik for Aalborg, grounded at Skane, near Trelleborg, on Sept. 3. Swedish salvage steamer Neptunus is assisting. "Goteborgs Handels-och Sjöfarts-Tidning." (See issue of Sept. 10.)

WAIRANGI.—Sydney, Sept. 4.—British motor vessel Wairangi was surveyed here in respect of damage caused by fire in the refrigerating machinery room on Aug. 14, while on a voyage from Lyttelton to Adelaide. The fire is stated to have been caused by a lamp being dropped on to switchboard terminals, resulting in a short circuit. It was found that a switchboard panel, switches, fuse sockets, terminals, &c., were more or less badly damaged, but repairs which have been carried out are not expected to exceed £100 Australian.

WEST LINN VICTORY.—Antwerp, Sept. 10.—American steamer West Linn Victory arrived here yesterday. (See issue of Sept. 9.)

WILLIAM ASHBURNER (aux.).—Swansea, Sept. 10.—Auxiliary vessel William Ashburner put back here yesterday owing to engine trouble and bad weather.

THE LANDING CRAFT AGROUND NEAR NEGAPATAM

London, Sept. 10.—Landing craft L.C.T. 1319 and L.C.T. 1357 aground at Negapatam: The following cable has been received from Pamban, dated Sept. 10: Weather favourable, salvage started. (See issue of Aug. 12.)

WEATHER AND NAVIGATION

LIFERAFT REPORTED

Brixham, Sept. 8.—A ship's raft, 7 ft. by 6 ft. by 4 ft. was seen three miles off Brixham bearing 175 deg. at 4.36 p.m. on Sept. 8. An attempt was made to tow the raft into Dartmouth by launch but was unsuccessful.

MINES REPORTED

North Foreland Radio, Sept. 8.—Following received from steamer Orata at 12 10 p.m., G.M.T.: Passed mine at 12 2 p.m., G.M.T., in position lat. 51 44 40 N., long. 02 14 35 E.

Niton Radio, Sept. 8.—Mines have been reported to-day as follows:—At 5 20 a.m., G.M.T., by steamer Cedar Rapids Victory, in position lat. 50 31 N., long. 00 36 W.

At 9 34 a.m., G.M.T., by steamer George Washington, bearing 134 deg., true, 7.7 miles from Beachy Head Light.

Burnham Radio, Sept. 8.—Following received from motor vessel Moray Coast at 10 50 a.m., G.M.T., Sept. 7: Passed floating mine in position Skokholm Island SE. by S. and South Bishops N. by E. at 10 35 a.m., G.M.T.

Portpatrick Radio, Sept. 9.—Mines have been reported as follows:—At 6 p.m., G.M.T., on Sept. 7, by motor vessel Bridgford, in position lat. 52 25 N., long. 05 10 W.

At 7 30 a.m., G.M.T., on Sept. 8, by steamer Rathlin, in position 17 miles WSW. of Smalls.

At 1 33 p.m., G.M.T., on Sept. 9, by motor vessel Empire Crocus, in position lat. 53 49 N., long. 04 10 W.

Cullercoats Radio, Sept. 8.—Following received from steamer Skeldergate at 11 27 a.m., G.M.T.: At 11 a.m., G.M.T., in position lat. 56 44 N., long. 00 05 W., passed floating mine.

NORTH SEA

Humber Radio, Sept. 9.—Following received from British steamer Fireguard at 9 43 p.m., G.M.T.: At 8 45 p.m., G.M.T., No. 4 buoy, position lat. 52 31 15 N., long. 01 57 E., light extinguished.

ATLANTIC WEATHER REPORTS

We have received from the Meteorological Office the following wireless reports, dated Sept. 9, from vessels in the North Atlantic. The times given are G.M.T.:—

ANDES.—6 a.m., 47 00 N., 06 24 W.; WNW., light; partly cloudy; bar. 30.24.

ATLANTIS.—Noon, 44 12 N., 21 36 W.; WSW., fresh; haze; bar. 30.06. 6 p.m., 43 18 N., 22 54 W.; WSW., mod.; partly cloudy; bar. 30.12.

CAIRNESEK.—Noon, 58 54 N., 22 36 W.; SW., light; cloudy; bar. 29.86. 6 p.m., 58 42 N., 25 00 W.; SE., light; slight drizzle; bar. 29.77.

CLAN CHATTAN.—Noon, 44 24 N., 09 00 W.; NE., gentle; partly cloudy; bar. 30.30. 6 p.m., 45 54 N., 08 36 W.; calm; partly cloudy; bar. 30.27.

CONDESA.—6 p.m., 50 36 N., 10 00 W.; W. by S., gentle; cloudy; bar. 30.24.

DURANGO.—Noon, 41 54 N., 09 54 W.; N., light air; cloudless; bar. 30.24.

FORT NAKASLEY.—Noon, 43 18 N., 09 18 W.; N. by E., mod.; partly cloudy; bar. 30.24.

HOPSTAR.—Noon, 48 12 N., 28 42 W.; WSW., light air; fog; bar. 29.89. 6 p.m., 48 36 N., 27 06 W.; WSW., light air; fog; bar. 29.89.

MAHOUT.—Noon, 45 36 N., 07 18 W.; S., light; partly cloudy; bar. 30.30.

PAPAROA.—Noon, 43 48 N., 09 06 W.; N. by E., gentle; partly cloudy; bar. 30.30. 6 p.m., 42 24 N., 09 30 W.; N. by E., strong; partly cloudy; bar. 30.24.

PORT PHILLIP.—Noon, 49 48 N., 15 30 W.; S., mod.; cloudy; bar. 30.12. 6 p.m., 49 42 N., 18 06 W.; SSE., fresh; drizzle and fog; bar. 29.89.

QUEEN MARY.—Noon, 49 00 N., 21 54 W.; SW., light air; fog; bar. 29.89. 6 p.m., 49 18 N., 17 42 W.; SSE., fresh; mist; bar. 29.89.

MISCELLANEOUS

THE STRIKE OF SHIPYARD WELDERS AT BARROW

London, Sept. 9.—After a recommendation from their union, Barrow-in-Furness shipyard welders have agreed to return to work to-morrow.

THE STRIKE OF AMERICAN SEAMEN

New York, Sept. 9.—With docks idle in the great United States maritime workers strike, food distribution difficulties have been increased by the walk out of 25,000 motor lorry drivers, which a union leader said to-night is extremely unlikely to be settled in less than a week. A new complication arose to-day in connection with the sailing of U.N.R.R.A. food ships. The Congress of Industrial Organisations' leader had promised to order the sailing of loaded vessels, but the New York Dockers' leader, Mr. Joseph Ryan, declared that no vessel would be loaded by his men while the Seafarers' International Union and the Sailors' Union of the Pacific are still on strike. The seamen's strike was further complicated by seamen members of unions affiliated to the Congress of Industrial Organisations announcing that they would demand pay increases equal to anything which may be won by the striking seamen belonging to American Federation of Labour Unions.—Reuter.

New York, Sept. 9.—The Army and Navy took emergency action in New York when two vessels which arrived in the harbour were unable to dock owing to the strike. A squad of military police and three Army-operated tugs were dispatched to dock the troopship, GEORGE W. GOETHALS, which had arrived from Bremerhaven, while the Navy sent 11 landing craft to take off 87 passengers from the steamer MARINE TIGER.—British United Press.

New York, Sept. 10.—The United States Government's six-man Wage Stabilisation Board was meeting in Washington to-day to reconsider the wages decision which caused the strike of 500,000 seamen. The latest survey by the United States Maritime Commission showed that 728 vessels, including 150 under foreign flags, were immobilised by the strike in the Commission's Atlantic division alone, covering the American east coast from Maine to Florida. It was announced by the United States Navy and War Departments that they are ready to man and operate vessels carrying essential supplies to military personnel overseas if President Truman proclaims such action necessary.—Reuter.

Bergen, Sept. 9.—Norwegian steamer MATHILDA, Rotterdam for Narvik, arrived here this morning to land two sick firemen.

COASTWISE & HOME TRADE MOVEMENTS

C 1	C 2	C 3	C 4	C 5
<p>LONDON Entered Empire Chelsea, Sep 10 Goole</p> <p>Empire Fairplay Middlebrough Port Talbot Polly M. Corbith Barry Tynes Head Dagenham Tyne Westcliffe Hall Yewbranch Liverpool Camroux 1. Blyth Thames Coast Liverpool Persian Coast</p> <p>Greensea Middlebrough Ossian Hull Medway Coast Liverpool Cornel LONDON CLD Thames Coast, Sep 10 Liverpool Northumbrian Coast Goole</p> <p>Empire Fairplay Middlebrough Empire Fabric Middlebrough Kylab Sunderland Novian Coast Sunderland</p> <p>Persian Coast Middlebrough Somerset Coast Kirkcaldy Tyne Barra Head Lerwick and Kirkwall GRAVESEND AR Northumbrian Coast, Sep 8 Middlebrough Kindiesel, Sep 9 Port Talbot Corbith Brixton Empire Chelsea Goole Westcliffe Hall Sunderland Barry Firehawk, Sep 10 Tyne Mavis, Sep 10 Boulogne for Victoria W. Chatham Orion, Sep 10 Dieppe Eastwick Scheldt, Sep 10 Rdam GRAVESEND SD Dalewood, Sep 9 Tyne Sherwood, Hartlepool Stelling, Sep 9 Cormont Edenwood Springwave, Sep 10 Leith Goole</p> <p>Yewmouth Fauvette Kentwood Fulham III, Birdwood Hartlepool Cormont, Sep 10 Empire Seabrook, Sep 10 Ostend</p> <p>Lauchlan McKay Antwerp</p> <p>John M. Eastwood Hawwood Monkton John Hopkinson Windsor Queen George Balfour Westwood Norfolkbrook Mallard Icemaid Daniel M. Corflet Alouette, Sep 10 Amsterdam</p> <p>Joshua A. Mitchell Tyne King Hal (trle) Leith (in tow of tug Crested cock)</p> <p>Lochee Dundee Saxon Queen Channel Is Cornwood Coldstream Koolga Tyne SOUTHEND Pd Up Medway Coast, Sep 9 The Lady Patricia Marsworth, Sep 10 SOUTHEND Pd Down Dalewood, Sep 9 Tyne Sherwood Levenwood Brightside Stelling Cormont Fauvette, Sep 10 Thames The Countess, Sep 10 Peterborough Trader Cormont John M. ROCHESTER SD Luzonina, Sep 10 Kirkcaldy Tyne CHATHAM SD Empire Sheila (tug), Sep 9 Milford Haven (with tow)</p> <p>Norrix Sep 10 London QUENBOROUGH AR Holburn Head, Sep 7 Blyth</p> <p>SHERNESS AR Warren Chase, Sep 8 Warkworth Empire Tigity Harwich Eastwick, Sep 9 Hole Haven DOVER AR Maxman, Sep 9 Sunderland Suffolkbrook, Sep 8 Sunderland</p> <p>Tudor Queen, Sep 9 DOVER Pd E Ino, Sep 9 Helswood, Sep 10 DOVER Pd W Beacon (Trinity), Sep 9 Empire Albany, Sep 10 DUNGENESS Pd E Dargassilla, Sep 10 Goole DUNGENESS Pd W Empire Kew, Sep 9 Apitry, Sep 10 Fulham III John Hopkinson BEACHY HEAD Pd E Sep 10 William Pearman BEACHY HEAD Pd W Sep 10 Yewvalley</p>	<p>NEWHAVEN AR Vewvalley, Sep 9 Tyne SHORHAM AR Eleanor Brooke, Sep 7 Seaham</p> <p>Pass of Melfort Hambly Betworth, Sep 8 Seaham Blyth Surreybrook, Sep 9 Tyne Balmoral Queen Tyne SHORHAM SD Dorsetbrook, Sep 8 Port Talbot Elizabeth Lysaght Seaham</p> <p>Wheelsman, Sep 9 Hambly Pass of Melfort Hambly SPITHEAD Pd In Charlman Cedartree Pass of Melfort, Sep 10 SPITHEAD Pd Out Nathaniel Mathews, Sep 9 Northwood, Sep 10 PORTSMOUTH AR Gladonia, Sep 7 Blyth Faxfleet Goole Ngakoa, Sep 8 Barry Northwood, Sep 9 Sunderland</p> <p>J. P. V. Barry PORTSMOUTH SD Rilton, Sep 7 Sunderland Lincolnbrook Goole Faxfleet, Sep 9 Goole Gladonia Keadby ST CATH'S PT Pd E Yewtree, Sep 9 Highland Queen, Sep 10 Monmouthbrook ST CATH'S PT Pd W Durhambrook, Sep 9 Bannthorpe Sep 10 Sir Alexander Kennedy Sep 10 Sir Joseph Swan Empire Sheila (tug) NEEDLES Pd E Jombassy, Sep 9 Rathlin Sylvian Coast, Sep 10 NEEDLES Pd W Shelbit 2, Sep 9 Empire Seaworthy Attendant HAMBLY AR Caldergate, Sep 9 Portsmouth Wheelsman Portslade Pass of Melfort Portslade HAMBLY SD Shelbit 2, Sep 9 Poole SOUTHAMPTON AR Tamworth, Sep 9 Blyth Empire Nickleby Falmouth Carrick Coast London Friargate Southgate Portsmouth Brookley Combe Belfast SOUTHAMPTON SD Empire Taw, Sep 9 Swansea</p> <p>Nathaniel Mathews Havre FAWLEY AR Attendant, Sep 9 Falmouth POOLE AR Shelbit 2, Sep 9 Soton POOLE SD Roch Rose, Sep 8 Tyne Rudderman Southampton Yewtree, Sep 9 Caen EXETER AR Ben Johnson, Sep 10 Southampton Summit Keadby PRAWLE POINT Pd E Algebra, Sep 10 PRAWLE POINT Pd W Angularity, Sep 9 Empire Kew, Sep 10</p> <p>PLYMOUTH AR Helmwood, Sep 9 Blyth Rathlin Belfast MONKTON Hull DEVONPORT AR Robert Middleton, Sep 6 Portsmouth DEVONPORT SD Robert Middleton, Sep 6 Portsmouth PAR AR Empire Fanal, Sep 9 Dartmouth PAR SD Springerag, Sep 7 Leith Springcreek Hull CHARLESTON AR Lady Stella, Sep 8 Rochester</p> <p>FALMOUTH SD Empire Mayring, Sep 9 Hambly FALMOUTH SD Empire Martha (tug), Sep 9 Pd E LIZARD Pd E Bedale H, Sep 10 Empire Vera (tug), Sep 9 Pd W LIZARD Pd W Empire Frinda (tug), Sep 9 Pd W Sep 9 for Milford Hvn (with tow)</p> <p>Petertown, Sep 10 Holderness, Sep 10 Southport NEWLYN SD Crombie, Sep 8 Scilly Isles Algebra, Sep 9 Thames JERSEY AR Abilly, Sep 7 Blyth Havly, Sep 8 Swansea HAYLE Goole ST IVES BAY Sheltering</p> <p>Vic 34, Sep 10 HAYLE AR Eldorita, Sep 7 Cardiff Steersman, Sep 8 Avenmouth Empire Punch Garston Avanville Barry Stanville, Sep 9 Swansea Avanville, Sep 9 SD Empire Punch Swansea Steersman SWANSEA Pd W VIC 34, Sep 10 Milford Haven The Duke, Sep 10 APPLEDORE AR Empire Netta (tug), Sep 8 Milford West Winch (tug), Sep 9 Preston APPLEDORE SD Empire Netta (tug), Sep 9 Milford (with tow)</p>	<p>BIDEFORD AR Roma, Sep 7 Newport FERMINGTON AR Torpoint, Sep 8 Cardiff Result (aux), Sep 9</p> <p>Clova Newport FERMINGTON SD Kathleen & May (aux), Sep 8 Crosshaven AVONMOUTH AR Shell Mex 5, Sep 9</p> <p>Ben Robinson, Sep 10 Cardiff BRISTOL SD Empire Farrington, Sep 9 BARRY C.F.H. (aux), Sep 8 AR Eilian (aux), Sep 9 Broom SHARPNESS SD Empire Skipper, Sep 9 Swansea GLOUCESTER SD Herbert W. Walker, Sep 9 Swansea NEWPORT AR Collin, Sep 8 Falmouth NEWPORT SD Constar, Sep 10 Liverpool CARDIFF AR Dunlary, Sep 8 Leith British Coast Liverpool The Macchioness Barrow (last three vessels not on Sep 7 as before re- ported)</p> <p>CARDIFF SD The Marchioness, Sep 9 Coves Crown of Denmark (aux) Avonmouth Shell Mex 5 Avonmouth PENARTH SD Ben Robinson, Sep 9 Avonmouth PENARTH SD Ben Robinson, Sep 9 Avonmouth BARRY ROADS Anch Empire Netta (tug), Sep 9 (with tow) Oupe (sheltering)</p> <p>BARRY AR Empire Farrington, Sep 9 Bristol Castle Combe, Sep 10 Llanelli Hayle Avanville Colonel Crompton London The Earl Swansea BARRY SD Moss Rose, Sep 9 Runcorn Empire Runner Hayle Wallace Rose Irlam Wild Rose Liverpool Lakeland London Empire Reaper, Sep 10 Manchester BARRY IS Pd Up Empire Cononley, Sep 10 Pd Down Moss Rose, Sep 9 Empire Runner SD Wallace Rose AR Radstock Third Wild Rose Caen EXETER AR Ben Johnson, Sep 10 Southampton Summit Keadby PRAWLE POINT Pd E Algebra, Sep 10 PRAWLE POINT Pd W Angularity, Sep 9 Empire Kew, Sep 10</p> <p>PLYMOUTH AR Helmwood, Sep 9 Blyth Rathlin Belfast MONKTON Hull DEVONPORT AR Robert Middleton, Sep 6 Portsmouth DEVONPORT SD Robert Middleton, Sep 6 Portsmouth PAR AR Empire Fanal, Sep 9 Dartmouth PAR SD Springerag, Sep 7 Leith Springcreek Hull CHARLESTON AR Lady Stella, Sep 8 Rochester</p> <p>FALMOUTH SD Empire Mayring, Sep 9 Hambly FALMOUTH SD Empire Martha (tug), Sep 9 Pd E LIZARD Pd E Bedale H, Sep 10 Empire Vera (tug), Sep 9 Pd W LIZARD Pd W Empire Frinda (tug), Sep 9 Pd W Sep 9 for Milford Hvn (with tow)</p> <p>Petertown, Sep 10 Holderness, Sep 10 Southport NEWLYN SD Crombie, Sep 8 Scilly Isles Algebra, Sep 9 Thames JERSEY AR Abilly, Sep 7 Blyth Havly, Sep 8 Swansea HAYLE Goole ST IVES BAY Sheltering</p> <p>Vic 34, Sep 10 HAYLE AR Eldorita, Sep 7 Cardiff Steersman, Sep 8 Avenmouth Empire Punch Garston Avanville Barry Stanville, Sep 9 Swansea Avanville, Sep 9 SD Empire Punch Swansea Steersman SWANSEA Pd W VIC 34, Sep 10 Milford Haven The Duke, Sep 10 APPLEDORE AR Empire Netta (tug), Sep 8 Milford West Winch (tug), Sep 9 Preston APPLEDORE SD Empire Netta (tug), Sep 9 Milford (with tow)</p>	<p>MANCHESTER SD Veronica Tennant, Sep 9 Preston</p> <p>Felspar Garston Empire Jonquil Belfast Denbigh Coast Glasgow Hawthorn Preston Silverfield, Sep 10</p> <p>Garston Hull Audacity GARSTON AR Felspar, Sep 9 Manchester Goldfinder Weston Point Briarfield Liverpool J. H. Kee, Sep 10 Dublin</p> <p>Greenisland, Sep 10 Dundalk Belfast Oranmore Belfast Mancheston Newry Opepe Broom GARSTON SD Margaret Lockington, Sep 9 Newry Bonawe Trevor Douglas Larne Eleth Birkenhead Beechfield, Sep 9 Belfast Ashfield Cork Craigolive Belfast Jasmine Belfast Venturer (aux), Sep 10 Dunleary Runcorn Cranborne, Sep 10 Partington Ben Vooar, Sep 10 Douglas Briarfield Dublin Goldfinder LIVERPOOL AR Shelbit 2, Sep 9 Garston Peveril Douglas Empire Crocus Bucanera via Douglas Longford, Sep 10 Dublin Ulster Monarch Belfast Meath, Sep 10 Belfast Kensith Coast Ulster Duchess, Sep 10 Oupe Riverville, Sep 10 Carraig-y-Llam Kildare, Sep 10 Belfast Vic 65 Northwich Gorsefield Trevor Enid Llandulas Kensith Coast Dundalk Crosskill Ramsey Ulster Duchess Ardrossan Shelbit 3, Sep 9 SD LIVERPOOL SD Briarfield, Sep 9 Garston Ulster Prince Belfast Silverthorn Coleraine Louth Algoi Dublin Monksville Ballyth Stock Force Newport Cardowood Dublin Seaville Douglas Appliance Barrow Enid (aux), Sep 9 Llandulas Ulster Coast, Sep 10 Belfast Meath, Sep 10 Belfast Kilkeny Dublin Ulster Castle Londonderry Ulster Coast, Sep 10 Belfast Kildare Belfast Cristo Port Rivals Kylebank Ayr Hampshire Coast Dublin San Dario Belfast PRESTON AR Shelbit 3, Sep 9 Stanlow PRESTON SD Esso Dakotah, Sep 9 Stanlow Multistone Dublin FLEETWOOD AR FLEETWOOD SD Cerium, Sep 7 Llandulas Louth Glasgow Dublin GLASSON DOCK AR Warrata, Sep 9 Newport BARROW AR Monas Isle, Sep 9 Lpool RAMSEY AR Ben Vooar, Sep 7 Whitehaven Manxona Whitehaven WHITEHAVEN AR Kyle Rhea, Sep 8 Newry WHITEHAVEN SD Clydebank, Sep 7 Dromaine Dundrum Ben Eilan, Sep 9 Douglas MARYPORT AR Cumbria, Sep 8 Londonderry Glenageary Dublin Eleveen, Sep 8 Bangor Comber Belfast Beaconia Portrush MARYPORT SD Anna II, Sep 7 Penzance Antelope (aux), Sep 9 Dublin Holyhead, Sep 9 Carrikerferry Asteria, Sep 9 Dublin Cumbria Portrush First Donaghadee Eleveen Warrenpoint SILLOTH AR Oak, Sep 8 Belfast Moelre Rose Dublin Glenclun, Sep 9 Dublin Kylcroft Liverpool SILLOTH SD St. Barchan, Sep 7 Londonderry Obsidian, Sep 7 Preston T. P. Tilling Waterford Nugget, Sep 8 Preston AYR AR Pearl, Sep 7 Barrow Jeannie E. Leask Londonderry St. Kentigern Larne Corten, Sep 8 Belfast Larne Donaghmore Carrikerferry Belfast</p>	<p>Crossgar Belfast Blacksod Rowan Moyallon, Sep 9 Larne Kerrymore, Sep 10</p> <p>Tynan Lairdsdale Pinyov AYR SD Kylebank, Sep 7</p> <p>Lairdswood Ardrossan Cleway Belfast AR Aboyno, Sep 8 London Tobay, Sep 8 Dublin De Wadden (aux) Drogheda Dalnuir, Sep 10 Bowling Cranmore, Sep 10 Southampton Lascar Saint Mungo Dublin May Belfast AR ARDROSSAN SD Moore, Sep 7 Troon Aboyno, Sep 8 Belfast Topaz, Sep 9 Dublin De Wadden (aux), Sep 10 Dangarvan Dublin GLASGOW SD Marie, Sep 9 Rothsay Orchy Bristol Serula, Sep 10 Antwerp Ulster Star Highlands Lairdsburg Dublin Prase Llandulas GLASGOW SD Lairdsrose, Sep 9 Londonderry Lairds Loch Londonderry Dunata Castle Dublin West Highlands Lairds Hill Dublin Lochiel Hill Highlands Royal Scotsman Belfast Lithium Fleetwood Glas Island Stornoway Aran, Sep 10 Rothsay LARNE AR Carduff, Sep 9 Maryport Belfast AR North Tipperary, Sep 9 Amsterdam & Rotterdam Jade Lond Cranley Waste Alexandra Larne Blacksod Ayr Crossgar Cardiff Belfast SD Orchy, Sep 9 Glasgow Sieve Bloom Heysham Ayr SERULA Antwerp Ghent via Glasgow Meath Birkenhead Kildare Birkenhead Tynan Ayr Finov Ayr Victor Cardiff Baronscourt Cardiff Lascar Ardrossan May Ardrossan Candeboyie Newport Portavogie Newport Donaghadee Glasgow Kerrymore Ayr Lairdsloak Ardrossan Cleway Ayr DUBLIN AR Flour, Sep 7 Newport Pebble, Sep 8 Silloth Rowanfield Preston Glenbride Maryport Elmfield Preston Watergate Preston Empire Faraway Port Talbot William Howland Barry Antelope (aux), Sep 9 Silloth Sieve League Holyhead Ben Henshaw, Sep 9 Cork Helium Fleetwood Sieve Bawn Holyhead Southern Coast, Sep 10 London Multistone Preston Louth Liverpool Sieve More Holyhead Lairds Hill Glasgow DUBLIN SD Moelre Rose, Sep 7 Silloth Topaz Ardrossan Third Preston Anglian Coast Liverpool Lairds Hill Glasgow Glenageary Maryport Wicklow Liverpool Pebble Liverpool Kildare, Sep 7 Belfast Sieve More Holyhead Guinness Manchester Amy Summerfield, Sep 8 Preston Prase Llandulas San Dario Liverpool Karri Preston Glenclun Silloth Gorsefield Silloth Sieve Donard, Sep 9 Dublin J. B. Kee Dublin St. Mungo Preston Sybil Mary Preston Lady Thomas Pt Rivals Cairngorm Maryport James Postlethwaite (aux) Cork Hawarden Bridge Preston Lairds Hill Glasgow Sieve League Holyhead Longford Liverpool Glenbride Maryport Empire Faraway Cardiff Pebble Ardrossan Dundalk Preston Agnes Craig, Sep 10 Drogheda WATERFORD SD Rockabill, Sep 8 Lypool T. P. Tilling, Sep 9 Silloth Great Western, Sep 10 Fishguard Carnalea Port Talbot WATERFORD SD Carnalea, Sep 7 Pt Talbot Taulan Point of Ayr T. P. Tilling, Sep 10 Larn Trevor SD Blackwater, Sep 9 Port Talbot Avon Coast Liverpool LONDONDERRY AR Balmorino, Sep 7 Ayr Downshire Maryport Ophir, Sep 8 Birkenhead Lairdsbank Heysham Silloth St. Barchan SD Overtown, Sep 9 Coleraine Whin, Sep 10 Maryport Lairdsloch Glasgow Lairdsrose Glasgow</p>



BRITISH COAST LINES SEAWAYS

COAST LINES ORGANISATION

Coast Lines Ltd.
Belfast Steamship Co. Ltd.
British & Irish Steam Packet Co. Ltd.
Aberdeen Steam Navigation Co. Ltd.

Burns & Laird Lines Ltd.
Type-Tee Steam Shipping Co. Ltd.
British Channel Isles Shipping Co. Ltd.
Regular Services between all important Ports

C 6	C 7	
<p>LONDONDERRY SD Northern Coast, Sep 7 Liverpool Cumbria Maryport Lairdsloch Glasgow Downshire, Sep 9</p> <p>Barrow Whitehaven St. Oran Glenarm St. Barchan Glasgow Balmorino, Sep 10 Ayr Overton Cardiff Lairdsrose Glasgow</p> <p>STORNOWAY AR Welsh Coast, Sep 7 Aberdeen</p> <p>LERWICK SD Rosedene, Sep 7 Seaham</p> <p>INVERNESS AR Drumlongh, Sep 7 Hartlepool</p> <p>Moorlands, Sep 8 Sunderland</p> <p>Deedon Aberdeen</p> <p>INVERNESS SD Archallan, Sep 8 Hartlepool</p> <p>FRASERBURGH AR Pierdy, Sep 8 Sunderland</p> <p>Charbus Seaham Florette (aux) Seaham Valerian Coast Goole</p> <p>ABERDEEN AR St. Rognvald, Sep 10 Kirkwall</p> <p>St. Magnus ABERDEEN SD Rora Head, Sep 9 Leith Redhall Blyth Mount Battock Blyth St. Clair Lerwick Empire Tigavon, Sep 10 Grangemouth</p> <p>MONTROSE AR Lochside II, Sep 8 Newcastle</p> <p>DUNDEE AR Denwick Head, Sep 7 Lyness</p> <p>Moray Firm Hamburg Glasgow, Sep 9 London Arbroath, Sep 9 Ldu Bucklaw, Sep 10 Rdam</p> <p>DUNDEE SD Lochee, Sep 7 London Durward Grangemouth Denwick Head, Sep 9</p> <p>Glen Mary Warkworth Bucklaw, Sep 10 Rottterdam</p> <p>Arbroath Blyth</p> <p>METHIL AR Hudson Bank, Sep 9 London</p> <p>Tushtrahull, Sep 10 Belfast</p> <p>METHIL SD Inishtrahull, Sep 10 Belfast</p> <p>KIRKCALDY AR Antrim Coast, Sep 9</p> <p>Cambrian Coast London Broughty Leith</p> <p>GRANGEMOUTH AR Durward, Sep 8 Dundee</p> <p>GRANGEMOUTH SD St. Abbs Head, Sep 7 Tyne</p> <p>Crichton Antwerp Pass of Leny Inverness Empire Tigavon, Sep 8 Aberdeen</p> <p>Rocquaine Goole BONNESS AR Yewchar, Sep 9 London</p> <p>GRANTON SD Sarnia, Sep 9 Grimsby</p> <p>LEITH AR Antrim Coast, Sep 10</p> <p>LEITH SD Broughty, Sep 9 Kirkcaldy</p> <p>St. Magnus, Sep 10 Aberdeen</p> <p>Bucklaw Grangemouth ST ABB'S HEAD Pd N Caspan Coast, Sep 10 Brookside, Sep 10</p> <p>ST ABB'S HEAD Pd S Denwick Head, Sep 9</p> <p>WARKWORTH SD Miervalds, Sep 9 London</p> <p>BLYTH AR Charles M., Sep 9</p> <p>Camroux II. London River Trent Middlebrough Redhall, Sep 10</p> <p>Mount Battock Aberdeen</p> <p>Moorwood London BLYTH SD Dunnet Head, Sep 9 London</p> <p>Corglen, Sep 10 London Hetton London Gowrie Portsmouth</p> <p>TYNE AR Oley, Sep 9 London</p> <p>Lady Sheila King's Lynn</p> <p>Capitol London Collingbourne, Sep 10</p> <p>Coldharbour Cheshington London Fulham II. London Sir David London Lynn Trader, Sep 10 Middlebrough</p> <p>Greyfriars London Asely King's Lynn</p> <p>TYNE SD Innisshannon, Sep 7</p> <p>Empire Marksman, Sep 9 Poole</p> <p>Offshore Middlebrough Redriff London Wimbleton London Arthur Wright, Sep 10 Shoreham</p> <p>Invertye Middlebrough Fulham VI, Sep 10</p> <p>Frisian Coast Guernsey Ardilly Norwich</p> <p>SUNDERLAND AR Eildon, Sep 9 Portsmouth</p> <p>Fort Dee (trn), Sep 10 Cardiff</p> <p>SUNDERLAND SD Eildon, Sep 9 Tyne</p> <p>Serenity Gt. Yarmouth Brookside, Sep 10 Grangemouth</p> <p>Fred Everard Seaham SEAHAM SD Grangemouth, Sep 9 Ldu Jelback, Sep 10 Ldu Parkwood Ipswich</p> <p>MIDDLESBRO AR Otterbound, Sep 10</p> <p>Tyne SD Robrix, Sep 9 Goole</p> <p>Queens Cross (tug), Sep 9 London (towing barges Fordway and Watgett)</p> <p>Kings Cross (tug) London (towing barges Fordway and Watgett)</p> <p>ALAIA London Mauxman, Sep 8 Dover</p> <p>CALAIS SD Matsman, Sep 8 Dover</p>	<p>FLAMBORO HD Pd N Fireguard, Sep 10 Oliver Bury (pres) Gerco Ferranti FLAMBORO HD Pd S Corfen, Sep 9 Brockley Serenity Parkwood, Sep 10 Corglen Hetton STURION HEAD Pd In Empire Coast, Sep 10 Dovedale H. Ardilly Constance H. Acclivity Sarnia SPURN HEAD Pd Out Basselhead, Sep 9 Macclesfield</p> <p>HULL SD Lizzie & Annie, Sep 9 King's Lynn</p> <p>Empire Galena London East Anglian Plymouth Macclesfield Hamburg Aire Antwerp</p> <p>GOOLE AR Rocquaine, Sep 9</p> <p>Lincolnbrook, Sep 10 Portsmouth</p> <p>Robrix Middlebrough Boston Trader Gt Yarmouth</p> <p>GOOLE SD Yewpark, Sep 9 Portsmouth</p> <p>EBBRICH Gravesend Empire Bank Queenborough Goldbell, Sep 10 London</p> <p>IMMINGHAM SD Olna Firm, Sep 8 Hamburg</p> <p>Vilk, Sep 9 Hull</p> <p>WISBECH AR Frank M., Sep 8 Killingholme</p> <p>WISBECH SD Frank M., Sep 9 Guinness</p> <p>KING'S LYNN AR Constance H., Sep 8 Salt End</p> <p>Suffolkbrook, Sep 9 Dover</p> <p>Dovedale H. Salt End KING'S LYNN SD Asely, Sep 9 Dunston</p> <p>Constance H., Sep 10 Salt End</p> <p>Dovedale H. Salt End Goole</p> <p>GT YARMOUTH RDS Vic 29, Sep 10 Gt Yarmouth RDS Pd N</p> <p>Elizabeth Lysaght Naviedale Faxfleet, Sep 10 Edenwood Gladonia, Sep 10 Trentwood Pulborough Springwave GT YARMOUTH RDS East Anglian, Sep 10 Ben Read Yewpark Ebbrich Empire Bank Signality Grangot, Sep 10 GT YARMOUTH AR Goldeve, Sep 9 Ann M. Serenity, Sep 10 GT YARMOUTH SD Boston Trader, Sep 9 Naviedale</p> <p>LOWESTOFT AR Empire Farnham, Sep 8 Hartlepool</p> <p>EMPIRE BRUNSWICK, 7142, Bidston, R. & D. Jones</p> <p>EMPIRE SWORDSMAN, 7067, Toxteth, Elder Dempster Lines</p> <p>EMPIRE THAMBA (ex Herman Andersen), 171, Victoria, Houlder Bros. & Co.</p> <p>EMPIRE VENTURE, 12,639, W. Float, H. Tyer & Co.</p> <p>EMPIRE VICTORY, 21,846, Gladstone Dry, H. Tyer & Co.</p> <p>EMPIRE WAPPING, 2025, Harrington, A. Coker & Co.</p> <p>EMPIRE WAVEY, 12,844, Canada Tongue, Canard White Star</p> <p>EMPIRE WISDOM, 9208, Bidston, Blue Star Line</p> <p>EMPIRE WYE, 6446, Queen's Dry, Elder Dempster Lines</p> <p>EMPIRE OF AUSTRALIA, 21,883, Gladstone Dry, H. Tyer & Co.</p> <p>ENID, 250, Huskisson, Ross, Ryan & Co.</p> <p>ESRO JUNIATA, 813, Hercules Branch, Brinsings (Shipping)</p> <p>FALD HEAD, 5038, Hornby, G. & Forwood</p> <p>FLORISTAN, 7368, H. Float, H. Wall Line</p> <p>FORT ACTON, 7133, Alexandra, E. W. Turner & Son</p> <p>FORT BRUNSWICK, 7142, Bidston, R. & D. Jones</p> <p>FORT MONSIEUR, 7150, Huskisson 1. Canard White Star</p> <p>FORT TIGONDEROGA, 7138, Huskisson 1. Canard White Star</p> <p>FLAMMORAS COAST, 879, Victoria, Coast Lines</p> <p>GLENFINLAS, 7479, W. Float Dry, L. A. Holt & Co.</p> <p>GOOSEFIELD, 628, Carriers, W. A. Savage</p> <p>GOVERNOR, 5671, Brunswick, T. & J. Harrison</p> <p>GUINEAN, 5129, Queen's 2, H. Tyer & Co.</p> <p>HAROLD, 1970, Carriers, N. Johansen & Daughters</p> <p>HERFORDSHIRE, 8398, W. Float, Bibby Bros. & Co.</p> <p>HERMISTON, 4813, W. Float, E. Nicholson</p> <p>HILARY, 7403, Cammell Laird & Co's Wet</p> <p>HISTORIA, 5074, Brocklebank Branch, T. & J. Harrison</p> <p>INVELIA, 5026, Brocklebank Branch, Toft & Sons</p> <p>INVERPOOL, 620, Morphet, Petroleum Board</p> <p>JERSEY CITY, 6686, Huskisson 3, A. Coker & Co.</p> <p>JOHN HOLT, 3814, Brunswick, J. Holt & Co.</p> <p>KANUNA, 4914, Sandown, J. Dowie & Co.</p> <p>KANA, 2783, Hornby, Furness, Widdly & Co.</p> <p>KENTISH COAST, 459, Prince's, Coast Lines</p> <p>KHETI, 2734, Langton Branch, Moss Hutchison</p> <p>KILFERNA, 979, Queen's, Limerick S.S. Co.</p> <p>KITTIVAKE, 2016, Brocklebank, J. T. Fletcher & Co.</p> <p>KMOTIC, 1894, Toxteth, Moss Hutchison Line</p> <p>KUSANIAN, 7221, Bromborough, H. Tyer & Co.</p> <p>KYLE QUEEN, 616, Trafalgar, J. J. Mack & Son</p> <p>LANCASHIRE, 9557, Bidston, Bibby Bros. & Co.</p> <p>LAPWING, 921, Queen's 2, Ellerman & Papayanni Lines</p> <p>LARCHFIELD, 493, Canning Dry 2, W. A. Savage</p> <p>LEBRIS, 2025, Wellington, J. T. Fletcher & Co.</p> <p>LONE STAR, 5101, Sandown, A. Coker & Co.</p> <p>LONGFORD, 1913, Prince's, British & Irish Steam Packet Co.</p> <p>LOSAID, 6520, Canada 1, P. S. N. Co.</p> <p>MACREGOR LAIRD, 4992, Harrington, Elder Dempster Lines</p> <p>MALAYAN PRINCE, 8593, Canada 1, Furness, Widdly & Co.</p> <p>MARITIA, 550, W. Float, T. Phelan & Co.</p> <td></td>	

SHIPS IN PORT

(Continued from page 14)

MERSEY-IN PORT

Docks are at Liverpool unless otherwise shown
+ indicates Birkenhead

Vessel	Tons Gross	Dk. or Wf.	Broker
ALCA, 3590, King's 1	Yewford Bros.		
ALCHYMIST, 382	Bromborough, Caleb Brett & Son		
ALBERTON, 1195	W. Float,† Bahr, Behrend		
ANGLIAN COAST, 694	Nelson, Coast Lines		
ANTONOR, 11,174	W. Float,† A. Holt & Co.		
ARAKA, 2814	Harrington, Booker Bros.		
ARACUNA, 65	Reid & Co.		
ARGENTINE, 7162	for Garston, R. & D. Jones		
ARDUTY, 956	Herculaneum Branch, Caleb Brett & Son		
ARTISAN, 7037	Hornby, T. & J. Harrison		
ASACIA, 14,013	Gladstone 1, Cunard White Star		
ATHLIMER, 5566	Cammell Laird & Co.'s Dry 4,† Athel Line		
THE PRINCE, 5782	Cammell, Laird & Co.'s Dry 4,† Athel Line		
ATLANTIC COAST, 850	Nelson, Coast Lines		
AUSTRALIA STAR, 1,124	Victoria Wf.,† Blue Star Line		
AURORITY, 616	Victoria, Caleb Brett & Son		
AYRSHIRE COAST, 773	Trafalgar, Coast Lines		
BACTRIA, 2407	Queen's 2, Cunard S.S. Co.		
BANER, 463	Wallasey,† J. S. Monks		
BARKER FORT, 953	Bramley-Moore, W. S. Kennagh & Co.		
BOLHAM, 158	Bromborough, Caleb Brett & Son		
BONACE, 4928	Langton, Booth S.S. Co.		
BOPE ORTEGAL, 5098	Brunswick, T. & J. Harrison		
CAPIPO, 968	Prince's		
CAST 6, 403	Egerton, E. H. Mundy & Co.		
CANTAB, 401	Clarence Dry 2, Houlder Bros. & Co.		
CATHLEIGH, 5349	Huskisson 3, W. H. Slott & Co.		
CATHLEIGH, 5349	Huskisson 3, W. H. Slott & Co.		
CITY OF EDINBURGH, 8035	Cammell Laird & Co.'s Dry 7,† Hall Line		
CITY OF HONGKONG, 9606	Herculaneum Dry 4, Hall Line		
CITY OF LONDON, 373	Grayson, Rollo & Glover's Dry 5,† W. Turner & Son		
CLAN ALLAN, 7043	Victoria Wf.,† Cayzer, Irvine & Co.		
CLAN MACDONALD, 9653	Sandon, Cayzer, Irvine & Co.		
CLARA MONKS, 577	Clarence Dry 2, J. S. Monks		
CLON, 1803	Langton Branch, MacAndrews & Co.		
COALBANK, 5149	Alexandra 3, Elder Dempster Lines		
CORAL QUEEN, 303	Prince's, Coast Lines		
CORINTHIC, 15,000	Cammell Laird & Co.'s Dry 4,† Athel Line		
CORINTHIC, 15,000	Cammell Laird & Co.'s Dry 4,† Athel Line		
CORINTHIC, 15,000	Cammell Laird & Co.'s Dry 4,† Athel Line		
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VESSELS EXPECTED AT UNITED KINGDOM PORTS

Showing Vessel, Voyage, Probable Date, Broker and Berth

LONDON				
Aune H. Kasko.	mid Sep	Masirah, Bombay via Liverpool.		
H. Lange, Bell & Co. (Surrey Commercial)		Anchor Line.		
Baltic, Lytleton & Montevideo.	Sep 17	Mergus, Holmsund.	now due	
J. B. Westray & Co.		E. Lloyd (Edinburgh Dock).		
Banaderos, Las Palmas.	Sep 14	Modas, Davao & Co.	Sep 29	
F. Dessen & Co. (Canary Wf., West India).		Gray, Daves & Co.		
Baskerville, Bowdoin.	Sep 15	Naboldan, Candia.	abt Sep 25	
Runciman (London).		Prince Line		
Beaverdell, Montreal via	Sep 13	New Texas, S. Africa	Sep 12	
St. John's (N.E.) & Hamburg.		Killick, Martin & Co.		
Canadian Pacific S.S. (Victoria).		Nicholas Biddle, New Orleans.	end Sep	
Beaverglen, Montreal.	abt Sep 16	American S.S. Lines Agency (Surrey Com.).		
Canadian Pacific S.S.		Ocean Courier, Malabar Coast via		
Benledi, Hongkong.	end Sep	Cayzer, Irvine & Co.	Sep 22	
Calbraith, Pembroke & Co.	Sep 14	Orari, Napier.	Oct 15	
Bifrost, Hull.		J. B. Westray & Co.	Sep 18	
British & Northern Shipping Agency (Millwall).		Papa, Sydney.	Sep 19	
Bowness, Wf. Vancouver.	Sep 28	J. B. Westray & Co. (Royal Albert)	Sep 19	
Furness, Withy & Co. (Surrey Com.).		Philosophie, West India.	Sep 20	
Carlton Victory, Vancouver.	Sep 12	Port Dunedin, Auckland.	Sep 24	
Birt, Potter & Hughes (Surrey Commercial).		Port Line		
C. Leixoes.	Sep 14	Port Macquarie, Sydney.	Sep 30	
MacAndrews & Co. (London Dk.).		Port Line		
City of Hereford, Calcutta.	Oct 13	Rangitiki, Wellington.	Sep 21	
Montgomery & Workman.		J. B. Westray & Co. (Royal Albert)	Sep 14	
City of Lancaster, Genoa.	Sep 14	Rapana, Curacao.	Sep 14	
United Shipping Co. (West India)		W. Hurst (Bee, Ness, R. Medway).	Sep 11	
City of Leicester, Turkey.	Sep 14	River, Bait, Rio de Janeiro.	Sep 11	
Westcott & Laurence (West India)		Anglo-American Oil Co. (Purfleet)	Sep 13	
City of Lucknow, Beira.	Sep 18	Rock Landing, Corpus Christi.	Sep 13	
Montgomery & Workman		Anglo-American Oil Co. (Purfleet).	Sep 13	
City of Norwich, Philippines	Oct 16	St. Elwyn, Santos.	abt Oct 15	
and Hongkong.		Howard Tenens.	end Sep	
Montgomery & Workman.	Sep 15	St. Merriel, Buenos Aires.	Sep 15	
City of Tokio, Singapore.		Howard Tenens.	Sep 15	
Montgomery & Workman.	Oct 13	Sambay, Singapore.	Sep 15	
City of Macarthur, Beira via Antwerp.		P. & S. N. Co.	Sep 13	
Cayzer, Irvine & Co.	Sep 17	Samconon, Santos via Liverpool.	Sep 13	
Clan Macgillivray, Rangoon.	Sep 21	Howard Tenens (Victoria).	Sep 13	
Corporation, Montreal.		Sandart, Vancouver.	Sep 13	
Canadian Pacific S.S.	Sep 21	Runciman (London) (Victoria).	Sep 13	
Cyrus W. Field, Baltimore via	Sep 11-12	Sandart, Vancouver.	Sep 13	
Bremen.		Samuel, Calcutta.	Sep 13	
W. H. Muller & Co. (West India).	Sep 11-12	Cayzer, Irvine & Co.	Sep 13	
Darjeeling, Calcutta.		Samthly, Auckland.	Sep 13	
Royal Mail Lines	Sep 17	J. B. Westray & Co.	Sep 13	
Drina, River Plate.	Sep 17	Samphire, Madras.	Sep 13	
Royal Mail Lines (Victoria).	Sep 13	Montgomery & Workman	Sep 13	
Dundee, Barcelona.	Sep 13	Samsylvan, Wellington via Antwerp.	Sep 16	
MacAndrews & Co. (Ldn. Dk.).		Shaw Savill & Albion Co.	Sep 28	
Empire Ganymede, Pernoviken.	now due	Samy, N. P. Co.	Sep 28	
W. J. Tatem (Surrey Com.)		Royal Mail Lines (Surrey Com.)	end Sep	
Empire Indus, Calcutta.	Sep 30	Samvannah, Vancouver.	Sep 25	
Empire Ransom, Newcastle, N.B.	Sep 13	Blue Star Line.	Sep 25	
Hogarth, Sons & Co. (Surrey Com.)	Sep 13	Seaboard, Vancouver.	Sep 25	
Empire Success, Mombasa via Hull.	Sep 13	Seaboard, Forrester & Verner	Sep 23	
Union-Castle Mail S.S. Co.	Sep 12	Selandia, Bangkok.	Sep 23	
United States Lines (Royal Albert)	Sep 12	Escombe, McGrath & Co.	Sep 23	
Fort Cadotte, Albany (N.Y.).	end Sep	(Tilbury Cargo Ety.).	Sep 23	
Cunard White Star.	Oct 24	Sestorels, London.	now due	
Fort Churchill, Bombay.	Oct 24	W. Morland & Co.	now due	
Montgomery & Workman.	Sep 20	Somerses, Hamburg.	now due	
Fort Miami, Montreal.	end Sep	Escombe, McGrath & Co.	now due	
Cunard White Star.	end Sep	Tahsinia, Calcutta.	abt Sep 16	
Fort Spokane, Montreal.	end Sep	Anchor Line (West India)	end Nov	
Cunard White Star.	end Sep	Tekoa, Sydney.	end Nov	
Fresno Star, La Plata.	Sep 24	Birt, Potter & Hughes.	Sep 3	
Blue Star Line.	Sep 24	Thysville, Gdansk.	Sep 12	
Gascony, Kingston (Ja.).	Sep 11	Tridale, Three Rivers.	Sep 12	
Royal Mail Lines (Victoria).	Sep 11	E. Bigland & Co.	Sep 29	
Glenegle, Shanghai.	Sep 11	(Surrey Commercial).	Sep 29	
Glen Thorden, Kemi.	abt Sep 19	Tudor Prince, Haifa.	Sep 29	
H. Lange, Bell & Co. (Surrey Commercial)		Westcott & Laurence Line.	early Oct	
Gurna, Calcutta.	Sep 24	Umtali, Beira via Hull.	early Oct	
Gray Daves & Co. (Royal Albert)	mid Sep	Bullard, King & Co. (West India)	early Oct	
Halvar H. Bjorneborg.	mid Sep	Urtana, Zanzibar.	early Oct	
H. Lange, Bell & Co. (Surrey Commercial)	end Sep	Gray, Daves & Co.	Sep 13	
Hazelbank, Apta.	Sep 18	Wamana, New Plymouth.	Sep 13	
A. Weir & Co.	Sep 18	Shaw Savill & Albion Co.	Oct 16	
Henry Baldwin, Baltimore.	Sep 18	Waiwera, Cairns.	Oct 16	
United States Lines (Royal Albert)	Sep 20	Shaw Savill & Albion Co.	Sep 12	
Highland Brigade, W.C. Africa.	Sep 20	Wario, Amsterdam.	Sep 12	
Royal Mail Lines.	Sep 24	Brit & Northern Shipping Agency (Willson's Wf.).	Sep 12	
James Bennett Moore, New York.	Sep 15			
United States Lines.	Sep 15			
Julia P. Shaw, Houston via Havre.	Sep 12			
American S.S. Lines Agency.	Sep 12			
(Surrey Commercial).	Sep 12			
Killurin, Norrundet & Skutskar.	early Oct			
R. E. Moore & Co.	early Oct			
Lake Cowichan, Vancouver.	now due			
Simpson, Spence & Young.	now due			
Lake Lilloet, New Westminster	now due			
Tatham, Bromage & Co.	now due			
Llangollen, Pictou.	now due			
R. S. Dalgleish, Ltd. (Surrey Com.).	now due			
Macharda, Lagos.	now due			
Killick, Martin & Co.	now due			
Malancha, New York, &c.	now due			
Cunard White Star.	now due			
(King George V.).	now due			
Martaban, Vizagapatam.	now due			
P. Henderson & Co.	now due			
Mary Kingsley, Takoradi.	now due			
Killick, Martin & Co.	now due			

AVONMOUTH				
Ariguan, Jamaica.	Sep 23	Custodian, West Indies.	Sep 21	
Elders & Fyffes.	abt Sep 24	T. & J. Harrison (Huskisson).	Oct 4	
Avristan, Abadan.		Demodocus, Batavia.	Oct 4	
P. C. Strick & Co.	Sep 12	A. Holt & Co.	now due	
Empire Kanungwa, Montreal.		Empire Beaconsfield, Pagwash.	now due	
Cunard White Star.		A. Coker & Co.	Oct 1	
Fort Ticonderoga, New York via	mid Sep	Empire Talamand, Sydney.	Oct 1	
Liverpool.		A. Holt & Co.	Sep 23	
Cunard White Star.		Empire Deben, Lagos.	Sep 23	
Malancha, New York via London.	end Sep	Elder Dempster Lines	Sep 23	
Cunard White Star.		Empire Prowess, Sydney via Durban.	Sep 23	
Noonday, New Orleans.	end Sep	J. Dowie & Co.	Sep 23	
James & Hodder.	Sep 28	Empire Salmonpou, Melilla.	Sep 23	
Princessa, Buenos Aires.	Sep 28	R. & D. Jones (Birkenhead).	Sep 23	
Houlder, Bros. & Co.	Sep 28	Empire Talamand, Vancouver.	Sep 23	
Raphael Semmes, New Orleans.	Sep 28	Blue Star Line	Sep 23	
James & Hodder.	Sep 28	Empress of Scotland, Singapore.	Sep 23	
Samark, Newport.	Sep 28	Canadian Pacific S.S.	Sep 23	
Mark Whitwell & Son.	Sep 28	F. J. Wolfe, Curacao.	Sep 23	
Samayon, Sydney.	end Oct	Anglo-American Oil Co.	Sep 23	
Bethell, Gwyn & Co.	Sep 15	(Dingle Oil Ety.).	Sep 23	
Samderwest, Mombasa.	Sep 15	Flamenco, Yarmouth (N.S.).	now due	
Mark Whitwell & Son.	end Sep	A. Coker & Co.	Sep 19	
Samayon, Melbourne via Genoa.	end Sep	Fort Augustus, Calcutta.	Sep 19	
Bethell, Gwyn & Co.	Sep 11	Bibby Line.	Sep 19	
Widmerberg Park, Vancouver.	Sep 11	Fort Brandon, Buenos Aires.	abt Sep 28	
James & Hodder.	end Sep	Houlder Bros. & Co.	Oct 23	
Yaka, New York.	end Sep	Fort Chambly, Melbourne.	Oct 23	
James & Hodder.	end Sep	Blue Star Line.	Oct 23	
BRISTOL				
Agnete Christensen, Rotterdam.	Sep 1	Fort Sturgeon, W.C. Africa.	abt Sep 23	
James & Hodder.	Sep 1	Frederick Banting, Newcastle (NSW).	Oct 24	
Burris, Bordeaux.	Sep 19	Hall Line	Sep 18	
Turner, Edwards & Co.	Sep 16	Geologist, Mobile.	Sep 18	
Benstroom, Amsterdam.	Sep 12	T. & J. Harrison	Sep 20	
Turner, Edwards & Co.	Sep 12	Geologist, Bombay.	Sep 20	
Redda Lau, Kotka.	Sep 12	Cunard White Star.	Sep 20	
Whitwell, Cole & Co.	Sep 12	Glenegle, Shanghai.	Sep 23	
Hervor Bratt, Gothenburg via	abt Sep 12	A. Holt & Co.	Sep 27	
Limerick.		Gedreby B. Holt, W.C. Africa.	Sep 13	
Whitwell, Cole & Co.	Sep 1	J. Holt & Co.	Sep 13	
Hoken, Gothenburg.	Sep 1	Green Mountain, Wilmington (N.C.)	Sep 13	
James & Hodder.	Sep 17	A. Coker & Co.	mid-Sep	
Linea, East Norway.	Sep 17	Hubert Howe Bancroft, Savannah	mid-Sep	
Marianne Bratt, Kristinehamn.	Sep 11	Wilmington.	mid-Sep	
Whitwell, Cole & Co.	Sep 28	A. Coker & Co.	Oct 1	
Redstart, Cadiz.	Sep 28	Jaarstroom, Hongkong.	Oct 1	
Turner, Edwards & Co.	mid Sep	A. Holt & Co.	Oct 1	
SHARPSNESS				
Araton, Sweden.	mid Sep	Joseph Augustin Chevalier, New	Oct 10	
James & Hodder.	now due	Westminster.	Oct 10	
Elizabeth, Sweden.	now due	C. G. Dunn & Co.	Sep 21	
James & Hodder.	mid Sep	Kentucky, Copenhagen.	Sep 21	
Empire Springford, Hamburg.	Oct 1	N. Johansen & Dahl	Sep 21	
James & Hodder.	Oct 1	(N. E. Carriers).	Sep 21	
Gotfrid, Sweden.	Sep 13	Laguna, Valparaiso.	Sep 21	
James & Hodder.	Sep 13	P. S. N. Co.	Sep 21	
Kajsa Christensen, Sweden.	Sep 13	Lanarkshire, Fremantle.	Sep 21	
James & Hodder.	Sep 13	Cayzer, Irvine & Co.	Sep 21	
Peterston, Port Alfred.	Sep 18	Lobos, Valparaiso.	Sep 21	
V. W. Rowles & Co.	Sep 18	P. S. N. Co. (Canada)	Sep 21	
NEWPORT				
Empire Eddystone, Casablanca.	Sep 12	Lorin, Antagasta.	Sep 21	
Watt, Watts & Co.	now due	P. S. N. Co. (Canada)	Sep 21	
Korso, Oxeolund.	now due	Margalau, Buenos Aires.	Sep 21	
W. J. Barnett.	now due	R. P. Houston & Co.	Sep 21	
Malancha, New York via London &	end Sep	Memphis, Buenos Aires.	Sep 21	
Avonmouth.	end Sep	Lampart & Holt Line.	Sep 21	
Jones, Heard & Co.	mid Sep	Menelaus, Hongkong.	Sep 21	
Tricapa, Wabana.	mid Sep	A. Holt & Co.	Sep 21	
CARDIFF				
Agnete Christensen, Rotterdam	Sep 1	Neleus, Hongkong via Amsterdam.	Sep 13	
via Bristol.	Sep 1	A. Holt & Co.	Sep 13	
Fort Nakasley, Melilla.	now due	Nestor, Newcastle (N.S.W.).	Sep 13	
Martyn, Martyn & Co. (Roath Dk.).	now due	A. Holt & Co.	Sep 13	
Fort Poplar, Halifax.	Sep 24	Nuculana, New York.	Sep 13	
P. C. Strick & Co. (South Wales).	Sep 24	E. H. Mandy & Co.	Sep 13	
Hedda Lau, Bristol.	abt Sep 16	Orbita, Sydney.	Sep 13	
H. Storey Whitfield & Co.	end Sep	P. S. N. Co.	Sep 13	
Lilian, Belfast.	end Sep	R. & D. Jones (Birkenhead).	abt Sep 17	
A. Storey Whitfield & Co.	Sep 18	Pacific Enterprises, Alexandria.	abt Sep 17	
Samuel Bakke, Santos.	Sep 18	Furness, Withy & Co.	abt Sep 17	
P. S. Dawson, Ltd. (Queen	Sep 18	Palestine Prince, Haifa.	Sep 14	
Alexandra or Roath).	Sep 18	Ellerman & Papayanni Lines.	Sep 14	
Samay, Yxpla.	Sep 18	Pandorian, Istanbul.	Sep 14	
P. S. N. Co.	Sep 18	Ellerman & Papayanni Lines	Sep 14	
Seaboard Queen, Vancouver.	Sep 24	Parima, Buenos Aires.	Sep 14	
Aadness & Dahl	Sep 24	P. S. N. Co.	mid Sep	
BARRY				
Empire Bard, Finland.	Sep 13	Patricia, Denmark.	mid Sep	
Jayo Shipping Co.	Sep 13	Wainwright Bros. & Co.	mid Sep	
Struan Chatham, N.B.	Sep 13	Perthshire, Brisbane.	Sep 13	
Jayo Shipping Co.	Sep 13	Cayzer, Irvine & Co.	Sep 13	
SWANSEA				
Aino, Abadan.	Sep 15-17	Potaro, Rio Grande.	Oct 2	
Dewerthall, Bahia Blanca.	Sep 13	Prospect, Durban.	end Sep	
Ocean Vulcan, London.	Sep 13	R. L. Alpine & Co. (Eglington).	Sep 23	
Sir J. German & Son.	Sep 13	Barrington Court, Wabana	Sep 23	
MERSEY				
Bantria, Algiers.	mid Sep	R. L. Alpine & Co. (Eglington).	Sep 23	
Ellerman & Papayanni Lines.	mid Sep	Argryffe, Caen.	now due	
Baron Fairlie, Bonn.	Sep 11	R. L. Alpine & Co. (Eglington).	Sep 11-12	
R. & D. Jones (Birkenhead).	Sep 11	Barrington Court, Wabana	Sep 11-12	
Rayano, Montreal.	Oct 4	Argryffe, Caen.	now due	
Cunard White Star.	abt Sep 18	Argryffe, Caen.	now due	
Beaumont, London.	Sep 20	Argryffe, Caen.	now due	
Canadian Pacific S.S.	Sep 20	Argryffe, Caen.	now due	
Anchor Line	Sep 20	Argryffe, Caen.	now due	
City of Bristol, Beira via London	Sep 13	Argryffe, Caen.	now due	
and Antwerp	Sep 13	Argryffe, Caen.	now due	
Hall Line	Oct 2	Argryffe, Caen.	now due	
City of Canberra, Kure.	Oct 2	Argryffe, Caen.	now due	
Hall Line	Oct 2	Argryffe, Caen.	now due	
City of Exeter, Karachi & Bombay.	Oct 31	Argryffe, Caen.	now due	
Hall Line	Oct 31	Argryffe, Caen.	now due	
City of Norwich, Philippines and	Oct 31	Argryffe, Caen.	now due	
Hongkong via London.	Oct 31	Argryffe, Caen.	now due	
Hall Line	Oct 31	Argryffe, Caen.	now due	
Clan Angus, Mombasa.	Sep 26	Argryffe, Caen.	now due	
Cayzer, Irvine & Co.	Sep 26	Argryffe, Caen.	now due	
Collegian, Calcutta.	Oct 6	Argryffe, Caen.	now due	
T. & J. Harrison.	Oct 6	Argryffe, Caen.	now due	

GARSTON					LLOYD'S LIST		Page
Angusdale, Three Rivers.		now due	British Valour, Linhamm.		Sep 15		19
R. & D. Jones.		now due	Gow, Harrison & Co.		Sep 15		
Gulpool, Halifax.		now due	Cape Douglas, Naples.		Sep 15		
Bahr Behrend & Co.		now due	City Line		Sep 15		
Ogmore Castle, Campbellton (N.B.).		now due	Castalia, Bombay via Liverpool.		Sep 28		
T. Phelan & Co.		now due	Castalia, Bombay via Liverpool.		Sep 28		
MANCHESTER							
Afghanistan, Busreh.		early Oct.	Celtic Star, Buenos Aires.		Sep 25		
P. C. Strick & Co.		Sep 12	J. S. Nowery & Co.		Sep 25		
Antar, Galveston.		Sep 12	Circassia, Bombay & Takoradi.		Sep 25		
H. Watson & Co. (Salford).		Sep 19	Anchor Line		Sep 24		
Beaconstreet, Aruba.		Sep 19	City of Exeter, Karachi & Bombay		Sep 24		
Anglo-American Oil Co.		Sep 20	via Liverpool		Sep 24		
Bratford, Skoghall.		Sep 20	Clan Angus, Mombasa via Liverpool.		Oct 4		
Stratford, Barrow & Co. (Salford)		Sep 20	Cayzer, Irvine & Co.		Sep 12		
Collegian, Calcutta via Liverpool.		Sep 20	Clan Chatham, Newcastle (N.S.W.).		Sep 12		
J. W. Jones & Sons.		Sep 20	Cayzer, Irvine & Co.		Sep 12		
Delius, New York.		Sep 20	Eastern Prince, Lagos via Naples.		Sep 12		
Lampart & Holt Line.		Sep 20	Furness, Withy & Co.		Sep 20		
Empire Saturn, Abadan.		Sep 20	Empire Ken, W. Africa.		Sep 20		
Brinings (Shipping) Ltd.		Sep 20	Royal Mail Lines		mid-Sep		
Empire Stalwart, Buenos Aires.		end Sep	Evyva, Campbellton (N.S.).		mid-Sep		
H. Watson & Co. (Salford).		Sep 21	Fort Drew, Wabana.		Sep 12		
Geologist, Mobile & New Orleans		Sep 21	J. B. Couper (Rothesay Dk.).		Sep 12		
via Liverpool		Sep 21	Indus, Victoria, Santos.		Sep 12		
T. & J. Harrison (Salford).		Sep 21	Furness, Withy & Co.		Sep 13		
Hera, Burea.		Sep 21	Furness, Withy & Co.		Sep 13		
R. F. Sanderson & Co.		Sep 21	City Line		Sep 13		
(Salford & Runcorn Lay-hye).		now due	Nestor, Newcastle (N.S.W.) via		end Sep		
Inver, Lubeck.		now due	Liverpool.		end Sep		
H. Watson & Co. (Salford).		now due	Aitken, Lilburn & Co.		Sep 16		
Kelmscott, Three Rivers.		Sep 15	Norwegian, Montreal.		Sep 16		
H. Watson & Co.		Sep 17	Donaldson Line.		Sep 16		
Luminetta, Aruba.		Sep 17	Rhexon, Port Pirie via Liverpool.		end Sep		
H. Watson & Co. (Salford).		now due	Aitken Lilburn & Co.		Sep 16		
Kelmecott, Three Rivers.		Sep 15	Spero, Bilbao.		Sep 12		
H. Watson & Co.		Sep 17	Tahsinia, Calcutta via London		Sep 12		
Luminetta, Aruba.		Sep 17	& Boulogne.		early Oct		
H. Watson & Co. (Salford).		now due	Anchor Line		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Taos Victory, Naples.		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
H. Watson & Co. (Salford).		now due	Furness, Withy & Co.		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Anchor Line		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
H. Watson & Co. (Salford).		now due	Furness, Withy & Co.		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Anchor Line		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
H. Watson & Co. (Salford).		now due	Furness, Withy & Co.		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Anchor Line		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
H. Watson & Co. (Salford).		now due	Furness, Withy & Co.		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Anchor Line		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
H. Watson & Co. (Salford).		now due	Furness, Withy & Co.		Sep 15		
Kelmscott, Three Rivers.		Sep 15	Anchor Line		Sep 15		
H. Watson & Co.		Sep 17	Furness, Withy & Co.		Sep 15		
Luminetta, Aruba.		Sep 17	Anchor Line		Sep 15		
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WIRELESS REPORTS

Adinda.—13 38 N, 114 42 E, Sep 10

Am-Mer-Mar.—Bd Falmouth, 47 40 N, 18 10 W, Sep 10, 11.59 a.m.

Anna Knudsen.—Bd Hamburg, 49 14 N, 15 16 W, Sep 10, 9 a.m.

Antar.—Land's End, Sep 10, 10 50 a.m., bd Manchester, 140 m NW

Ary Lensen.—Valencia, Sep 9, 5 53 p.m., 58 4 N, 15 1 W, Sep 9, noon

Athlon Castle.—48 12 N, 05 30 W, Sep 9, 6 a.m.

Atlantis.—43 18 N, 22 54 W, Sep 9, 6 p.m.

Baskerville.—51 30 N, 43 56 W, Sep 10

Bassano.—Bd Clyde, 150 m N of Malin Head, Sep 10, 7 40 a.m.

Blairspey.—Bd Rochester, 50 38 N, 46 00 W, Sep 10

British Hussar.—Wick, Sep 9, 4 41 p.m.

British Valour.—180 m E of Wick Sep 10, 8 58 a.m.

Brulanen.—Humber, Sep 9, 6 22 p.m., bd Bergen

Bulkerville.—Bd Rotterdam, 48 28 N, 13 25 W, Sep 9, 7 51 p.m.

Bullaren.—Bd Gothenburg, off Ushant Sep 9, 9 3 p.m.

Cainvalon.—Bd 400 m NW of Valencia, Sep 10, 9 31 a.m.

Cape Cumberland.—56 58 N, 25 48 W, Sep 9, 9 31 p.m.

Capitaine Potie.—Bd 800 m W of Valencia, Sep 9, 10 28 p.m.

Charles H. Lanham.—Valencia, Sep 9, 10 45 p.m., 48 32 N, 24 50 W, Sep 9, noon

Chi Chung.—12 23 N, 35 51 E, Sep 10

City of Cape Town.—56 36 N, 30 18 W, Sep 9, 6 p.m.

Clan Chattan.—45 54 N, 08 36 W, Sep 9, 6 p.m.

Comanche.—40 18 N, 30 12 W, Sep 9, 6 p.m.

Condesa.—50 36 N, 10 00 W, Sep 9, 6 p.m.

Delius.—Bd Manchester, 65 miles W of Valencia, Sep 9, 11 47 p.m.

Derwenthall.—Bd Belfast, 44 28 N, 11 16 W, Sep 9, 14 14 p.m.

Doris (Gr).—Valencia, Sep 9, 9 55 p.m., bd Antwerp, 45 50 N, 37 35 W, Sep 9, noon

Drevry's Bluff.—Bd Heysham, 50 19 N, 16 07 W, Sep 9, noon

Dubrovnik.—Bd Antwerp, 40 m NW of Antwerp, Sep 10, 9 28 a.m.

Dunsley.—Bd Leith, 42 58 N, 09 25 W, Sep 9, noon

Durango.—41 54 N, 09 54 W, Sep 9, noon

Eastern Prince.—Land's End, Sep 10, 5 9 a.m., 500 miles WSW

Empire Athelstan.—Bd Philadelphia, 43 52 N, 37 04 W, Sep 10

Empire Bard.—11 19 a.m., bd Barry, 64 18 N, 05 39 E

Empire Bascobel (tug) (towing Salterelo (trlr)).—Bd Lisbon, 15 miles from Cabo Villano, Sep 9, noon

Empire Macallum.—Bd Canada, 390 m NW of Valencia, Sep 10, 8 35 a.m.

Empire Stalwart.—Bd Manchester, 13 42 S, 31 25 W, Sep 10

Empire Ure.—45 10 N, 08 45 W, Sep 10, 12 8 p.m.

Empire Waukum.—Cullercocks, Sep 9, 1 25 p.m., bd Halkidippa, 58 10 N, 09 00 E

Ephraim Brevard.—Bd Rotterdam, 47 42 N, 12 47 W, Sep 9, noon

Evvisa.—Bd Glasgow, 54 52 N, 20 01 W, Sep 9, 2 p.m.

F. J. Wolfe.—210 m W of Land's End Sep 9, 5 p.m.

Fernando Gorges.—700 m W of Valencia, Sep 10, 10 40 a.m.

Flamenco.—140 m WNW of Land's End Sep 9, 2 54 p.m.

Port Coulonge.—Bd Wabana, 54 36 N, 28 35 W, Sep 10

Fort Nakasley.—43 18 N, 09 18 W, Sep 9, noon

Port Sturgeon.—Land's End, Sep 10, 10 44 a.m., 317 m distant

Galvani.—63 12 N, 20 30 W, Sep 9, 6 p.m.

Gascony.—Land's End, Sep 9, 2 12 p.m., 49 42 N, 08 25 W, Sep 9, noon

Gudvor.—Humber, Sep 9, 1 27 p.m., 100 m distant

Hopstar.—48 48 N, 27 03 W, Sep 9, 6 12 p.m.

Hubert Howe Bancroft.—Land's End, Sep 10, 7 58 a.m., 100 m distant

James Moore.—Land's End, Sep 10, 12 26 a.m., bd Havre, 300 m distant

Joseph Stanton.—Bd Bordeaux, 45 30 N, 39 15 W, Sep 10, 6 1 a.m.

Korso.—Passing Cape Wrath Sep 10, 8 25 a.m.

Lord Glentoran.—55 24 N, 38 18 W, Sep 9, noon

Mahout.—45 36 N, 07 18 W, Sep 9, noon

Montezuma Castle.—Land's End, Sep 10, 10 43 a.m., 225 m distant

Mount Robson Park.—33 52 S, 32 29 W, Sep 10

Naticina.—42 30 N, 23 48 W, Sep 9, 6 p.m.

Neslor.—14 56 S, 6 53 W, Sep 9, 11 50 a.m.

Nordanbris.—Land's End, Sep 9, 9 10 p.m., bd Hamble, abt one day from Land's End

Nordnes.—Land's End, Sep 10, 10 55 a.m., bd Ushant Sep 9, midnight

Nuculana.—Bd Liverpool, 240 m SW of Valencia, Sep 10, 9 39 a.m.

Nyanza.—Bd Hartlepool, 53 N, 45 40 W, Sep 10

Orata.—51 45 N, 02 15 E, Sep 8, 12 2 p.m.

Papara.—42 24 N, 09 30 W, Sep 9, 6 p.m.

Peik.—Bd Norway via Tyne, 52 09 N, 02 13 E, Sep 9, 3 6 p.m.

Port Phillip.—49 42 N, 18 06 W, Sep 9, 6 p.m.

Queen Adelaide.—Bd Fremantle, 22 22 S, 96 33 E, Sep 10

Ranveljell.—255 miles from Cape Wrath Sep 10, 1 19 p.m.